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International Urban Design Competition - Urban Redevelopment Project at Tainan Main Station Area - 2012

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(Article begins on next page)

Mixity_A04

Urban Redevelopment Project
at Tainan Main Station Area

Lorena Alessio architetto
alessiostudio



Mixity_A04

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PLANNING ANALYSIS

The new Tainan Re-development Plan is based on a strong relation with the surroundings, thinking at the new Station Area as an enzyme which will start to bring new life to the city. Slowly, the site will be developing in all its aspects and will be a pleasant place for living, enjoying, studying, relaxing, being absorbed into culture.

Tainan has a strong cultural tradition and the new development will reinforce its peculiarities, thus in a new contemporary vision. The new development will become an icon both for its urban design, open to the city and for the environment, where many of the fabulous aspects of Tainan region will be revealed, focusing on the presence of biological diversity.

Mixity is looking for new balances among architecture, life, nature and culture. It will create an iconic landscape and skyline.

Mixity will stimulate relations and reinterpretations of the surrounding areas.

According to the environmental analysis, the new project will reinforce the concept of different areas of the city, characterized by interesting peculiarities and functions. The site enters into relations with:

- Neighbourhood living areas
- Cultural and Educational living area
- Cultural and Commercial district
- Leisure Area
- Arts living area

International Urban Design Competition 2012

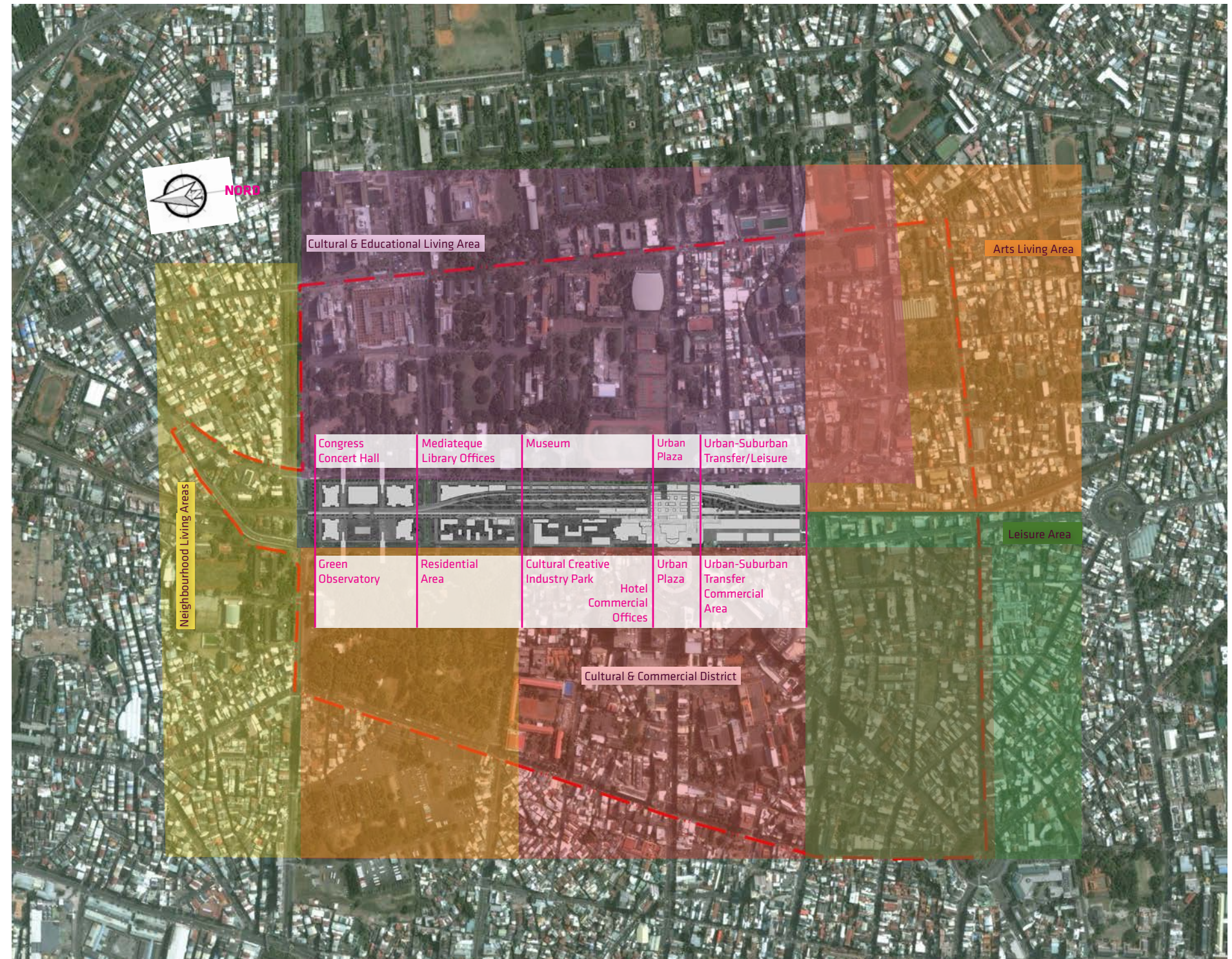
Two Phases Competition

First Phase: Lorena Alessio architect / alessiostudio

selected among the first five groups to enter the second phase

Second Phase: Lorena Alessio architect / alessiostudio

received the Honorable Mention



Mixity_A04

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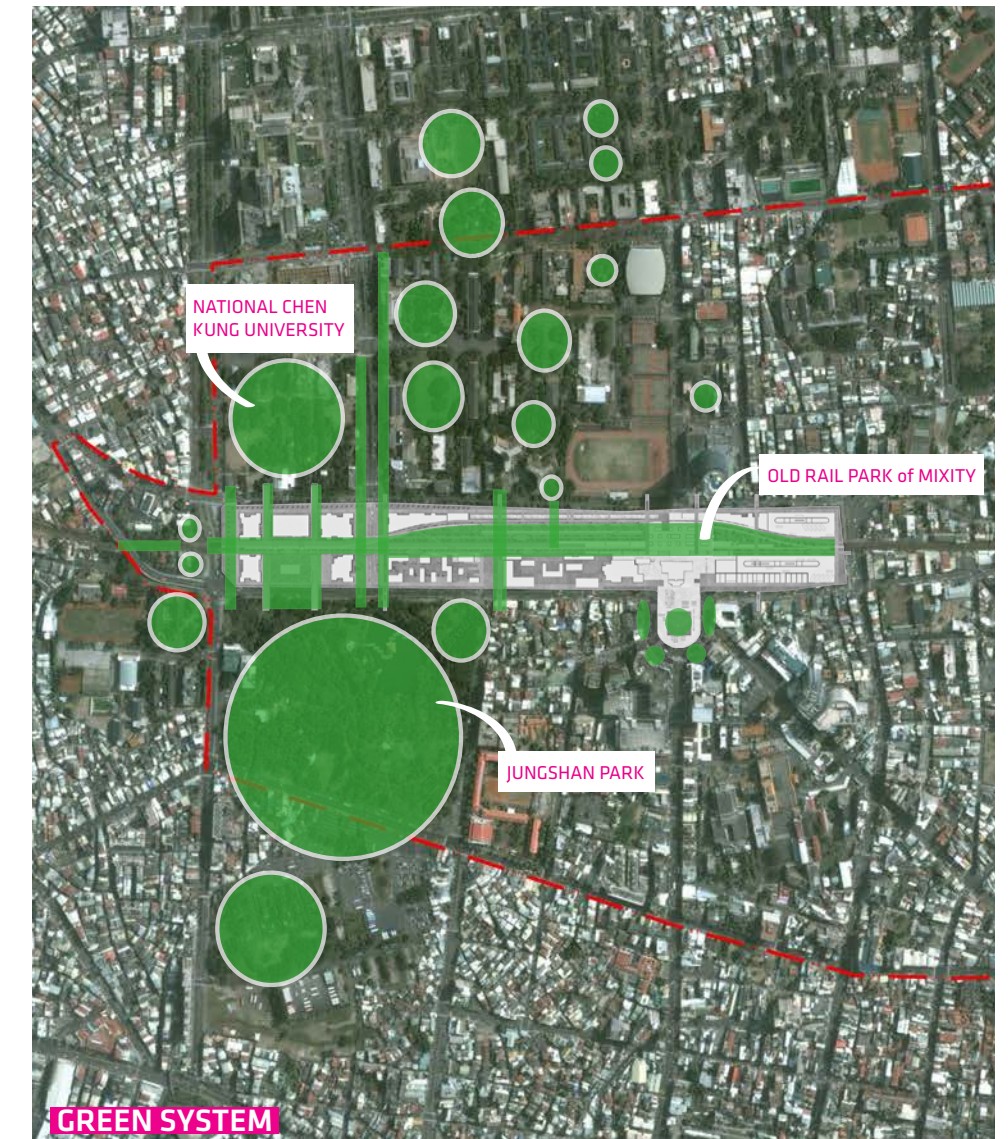
International Urban Design Competition 2012
Two Phases Competition - Honorable Mention



Taking into account the cultural presence of several important Taiwanese monuments in Tainan, **Mixity** focuses on the relationships between the existing traditional areas and the new development. Culture and innovation will find a blend with the presence of a new museum for History and Arts of Tainan. Moreover, cultural activities will be next to the Creative Industry Park, where an incubator for new creative industries will find place. The station itself will host an important cultural and touristic info-center. Being Cheng Kung University Campus, a leading center for

culture and creativity, next to it concert and congress halls will be displayed. Spaces for cultural activities will be next to the museum, which expands at second floor, while at the ground floor, the park opens towards the university.

The **blue path** in the diagram is a cultural/educational path linking all the main activities of the surrounding areas. On the West side, a 'Green Observatory' will host butterflies and flowers and will be an indoor glass house between two parks, the Tainan Park and the **Old Rail Park of Mixity**. Here,



people could observe the beauty of Taiwan nature with plants, flowers, butterflies, etc.

The new **Old Rail Tracks Park** enhances the ecosystem continuity with the surrounding green areas. The Park is both urban, being easily accessible, but it is also differentiated into five main parts. Being linear it finds different characteristics based on the surrounding functions.

URBAN PARK

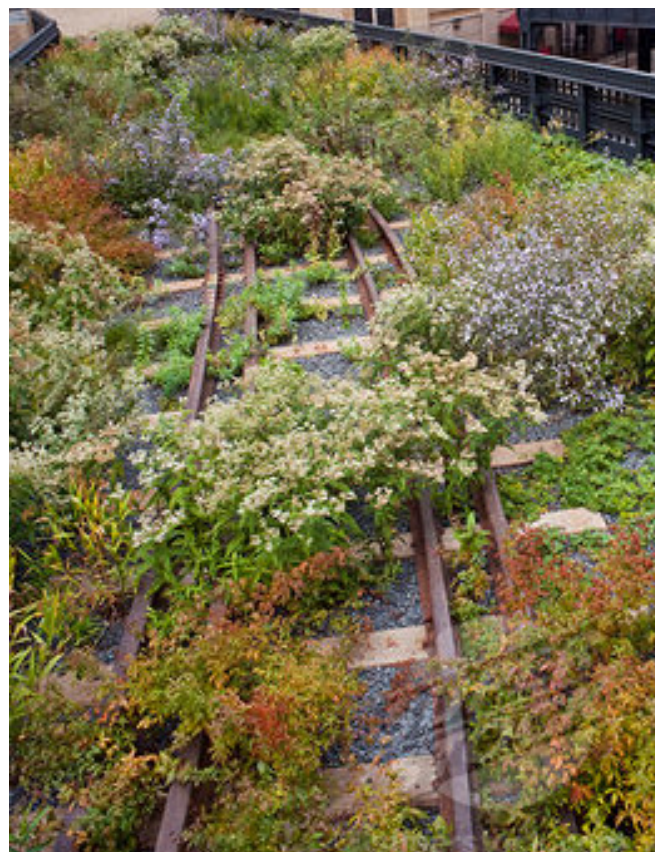
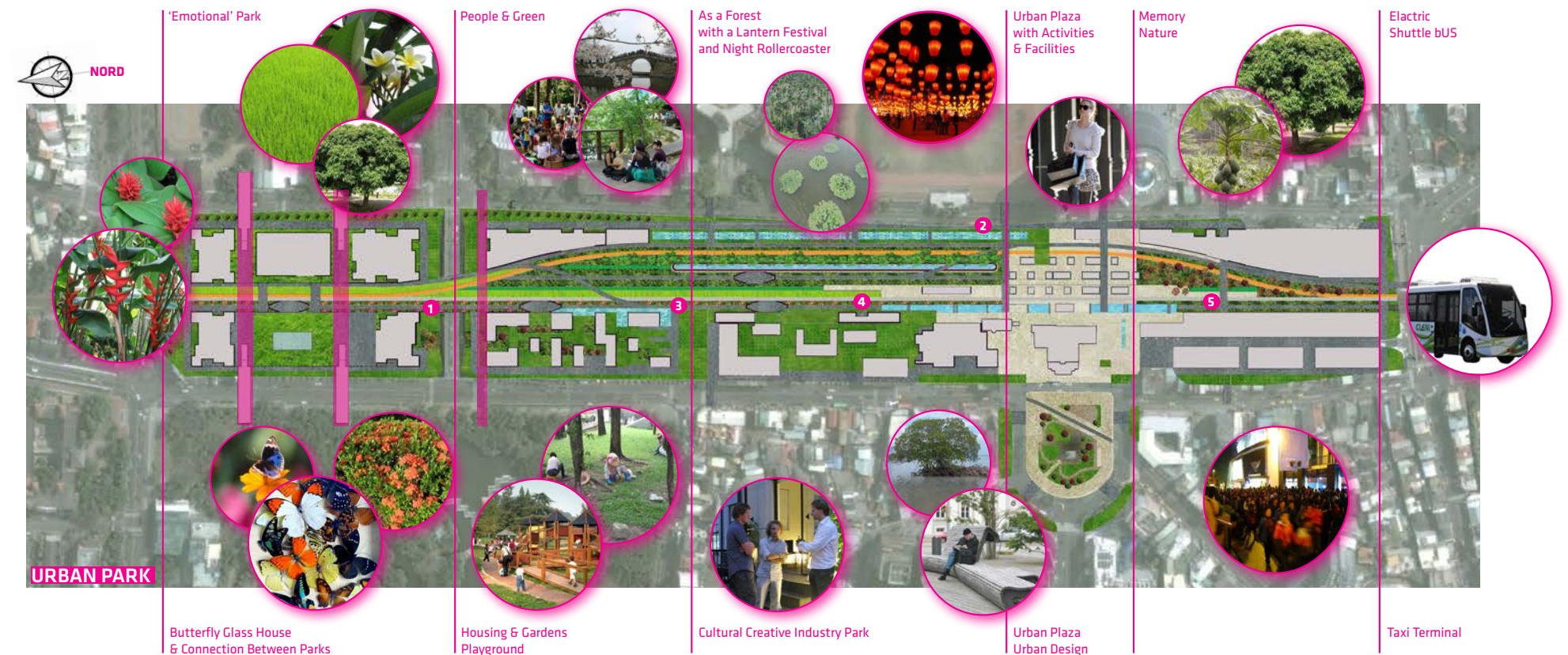
The empty space where rail tracks are memories is transformed into an urban park.

Rail tracks create paths and green areas:

- pedestrian paths
- bicycle paths
- rice fields
- flower stripes
- water basins, etc.

Bicycle and pedestrian path move from North to South and then connect with smaller paths East to West through the site. The stripes change in functions based on the functions of buildings. From North to South we find:

- the **'emotional park'** is next to more cultural activities, such as congress centre, library, mediateque. Here the chosen species are: rice fields, stripes of coloured flowers, water basin.
 - the **'tonic park'** opens to public uses, for families, children playground: it is next to residential areas, to the Cultural Creative Industry Park. Here open fields will permit people to play into the park, enjoying festival such as the Lantern Festival.
 - the **'forest like park'** has on the East side a roller-coaster, operating during the nights, filtered by a dense palm zone, with water basin and open fields. On the West side, still flower stripes.
 - the **'urban activities park'**, where the green leaves the space to paved, when we arrive at the plaza, where several activities take place -ancillary to the Station, commercial, food corners, etc.
 - the **'waiting and admiring park'**, continuing in fruit trees, such as mangos, and papayas, close to the bus terminal stations.
- Intriguing bridges cross the park. They remind the traditional bridges, such as the Sanxiantai-Bridge in Taiwan.



TRANSPORTATION SYSTEM

According to the railway Reconstruction Bureau (RRB) official description of the Tainan Railway Underground Project, the Tainan Urban District Railway Underground Project was approved by the Executive Yuan in June 2004 as part of the TRA Rapid Transit Systematization in the Metropolitan Areas Project. The project is designed to meet urban renewal needs in the Tainan Station area, integrate city transportation systems, and provide a more convenient and modern transportation system.

The Tainan Project involves the construction of an 8.23-kilometer-long underground rail line from the south end of the Zhonghua Land Bridge (Yongkang Bridge) to the south end of Shengchan Road. The old Tainan Station building was preserved as a historic site. The new Tainan Station was established along with two new commuter stations—Linsen and South Tainan. The project eliminates nine railway crossings and four underpasses.



鐵路地下化隧道(案例)

鐵路地下化之效益

- 提供都會區捷運鐵路之便捷交通。
- 取消既有平交道9處，地下道4處，改善平交道所造成之交通問題，縫合分隔市區，均衡都市發展。
- 減少鐵路行車產生之噪音、振動等環境公害問題。
- 美化市容景觀，提升都會區環境生活品質。
- 提高都市土地利用價值，增加經濟活動力。



現有鐵路旁興建地下化隧道(案例)



車站站區土地利用(案例)－板橋縣民大道通車現況



隧道上方土地利用(案例)－板橋縣民大道通車現況



交通部鐵路改建工程局
RAILWAY RECONSTRUCTION BUREAU, M.O.T.C
台北縣板橋市縣民大道2段7號20樓
20F, NO.7, Sec.2, Sianmin Blvd., Banciao City,
Taipei County 220, Taiwan, R.O.C.
T:(02)8969-1900 F:(02)8969-1823
W:<http://www.rrb.gov.tw>

執行單位：交通部鐵路改建工程局中部工程處
台中市東區自由路3段30號3樓
T:(04)2215-0408 F:(04)2212-5815

98年6月編製

臺南市區 鐵路地下化計畫



Considering Tainan Railway Station as one of the five “Gateway Transport Facilities” for Metropolitan Tainan; others are:

- Tainan Airport
- Tainan High Speed Rail Station
- Tainan Bus Terminal (yet to be built)
- Tainan Ferry Terminal (serving Cross-Straight traffic; yet to be built).

It would be essential that Gateway Transport Facility should be linked in by convenient public transport services (taxi, bus, BRT, LRT, etc.)

Considering Mixity Area and its Long Narrow Strip of Land (1,000m x 150m): the need of a “shuttle service + good pedestrian environment” should be function as an “integrated development”.



隧道上方土地利用(案例)－台北市林蔭大道

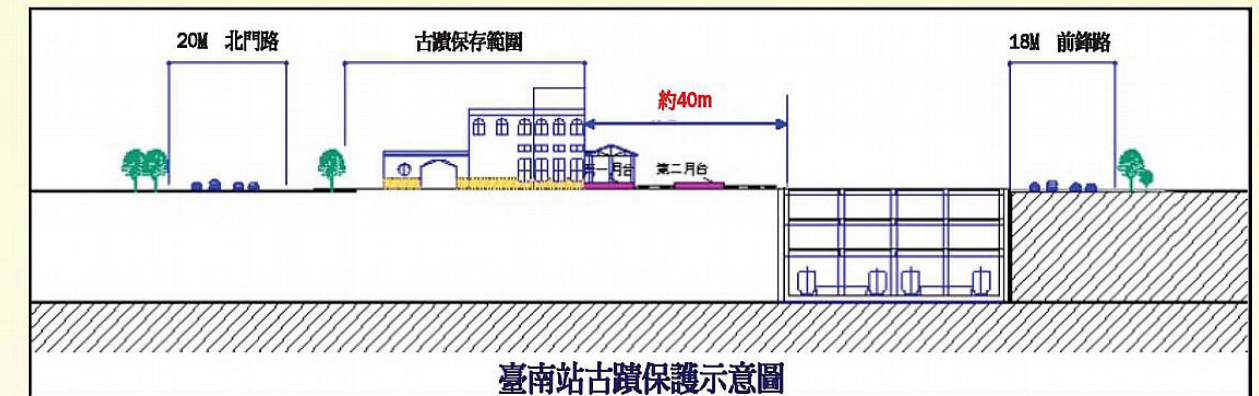


臺南市區鐵路地下化工程站區透視圖



車站站區土地利用(案例)－短程公車轉運站

- 計畫範圍：
北起中華陸橋(永康橋)以南約0.17公里處，南至
生產路以南約1.91公里處，全長約8.23公里。
- 計畫內容：臺鐵臺南段地下化(包括臺南站，
新增林森站、南臺南站兩通勤車站)。
- 計畫期程：預定工期7年8個月。
- 計畫經費：約295.79億元。



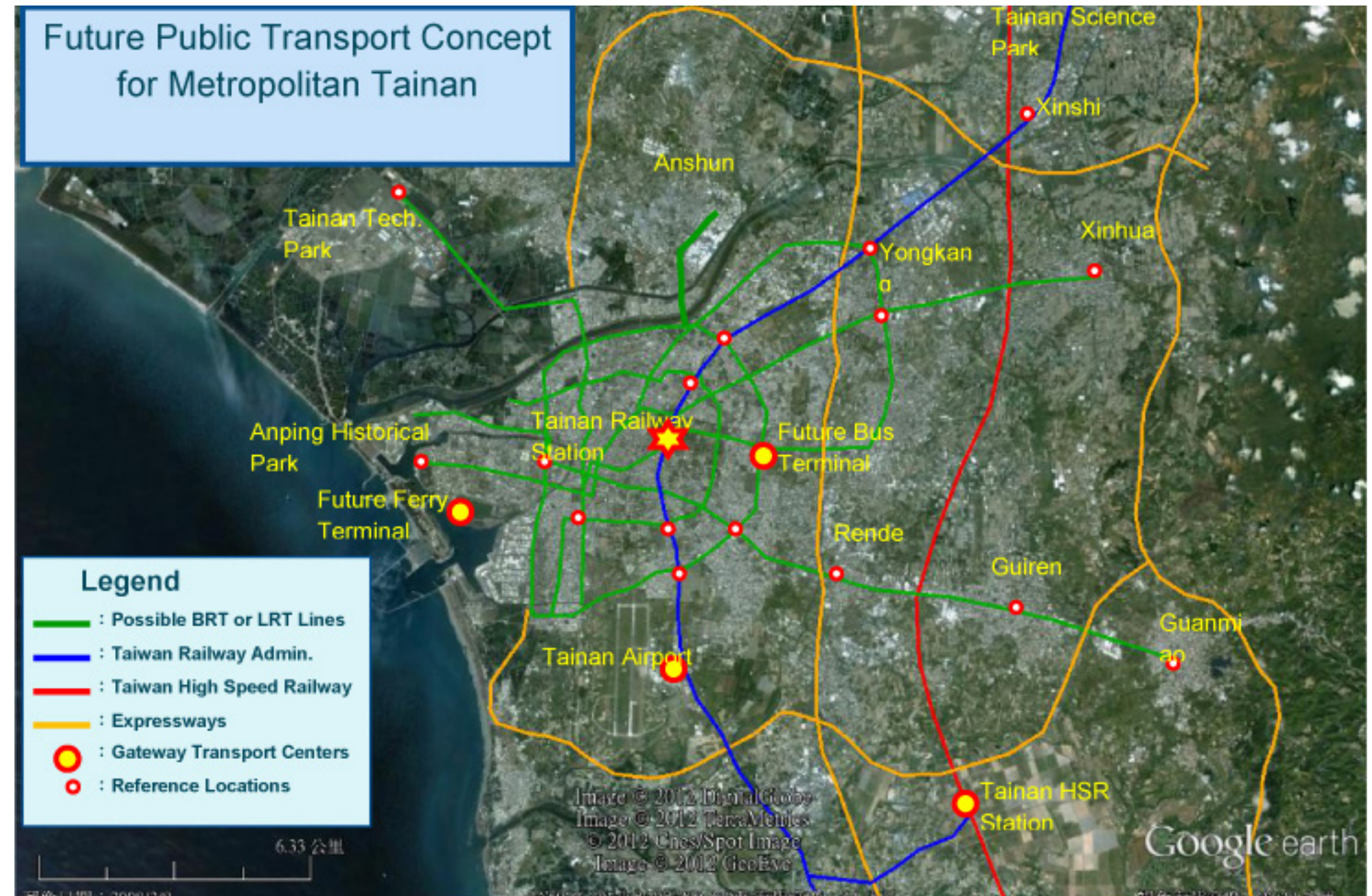
POSITIONING “MIXITY” IN THE PUBLIC TRANSPORT NETWORK

A (1). Public Transport Assumptions for the Site – BRT or LRT and Local Buses

- Although Tainan does not yet have a Rapid Transit, BRT or LRT system, it is reasonable to assume that Metropolitan Tainan, with an urbanized population of 1.2 million, will have an extensive BRT or LRT service network in the near future
- This BRT or LRT network will complement the Taiwan Railway Administration (TRA) commuter/intercity rail line, and future Bus Terminal Plans for Tainan
- The BRT or LRT system will definitely have one or even two lines that will link to the Main Tainan Railway Station (our Mixity site)
- Therefore, we will provide adequate spatial arrangements for a BRT or LRT stations platforms on the plaza in front of the Station

A(2). Reasonable Public Transport Assumptions for the Site – Taxi and Public Bicycle Facilities

- The Tainan Railway Station is currently served by a significant number of taxis (our estimate is that, during peak periods, up to 20 taxis queue at the station) and they are provided with off-road queuing space
- Our Mixity site will provide comparable off-road space for taxi queues, on the ground floor
- The demand for bicycle and motorcycle parking is also high. However, rather than trying to satisfy the demand with free parking of private two-wheelers, we recommend the assumption of a future Public Bicycle System in Tainan (like Velib in Paris or Bikemi in Milan)
- Therefore, we will try to make spatial arrangements for public bicycle racks within our site
- We assume that parking for private two-wheelers are provided off-street, perhaps underground with a usage charge



A(3). Reasonable Public Transport Assumptions for the Site – Intercity and Regional Bus Facilities

- The Tainan City Government has expressed interest in the development of Bus Terminals for intercity and regional bus services
- Currently, the intercity and regional bus operators use kerb-

- side bus stops near Tainan Railway Station for their services
- Tainan Transportation Government will build a large Bus Terminal near the new “Dawan Expressway Interchange” (to be built; the EIA has just past the review process)
- We think that it is reasonable to assume that the long-distance intercity buses will terminate at that new facility,

while the regional buses will use that facility as well as at the Railway Station

- Our Mixity site shows that we have already thought of providing space for a bus terminal within the development

B(1). Reasonable Private Vehicle Assumptions for the Site – Private automobile Drop-Off and Pick-Up

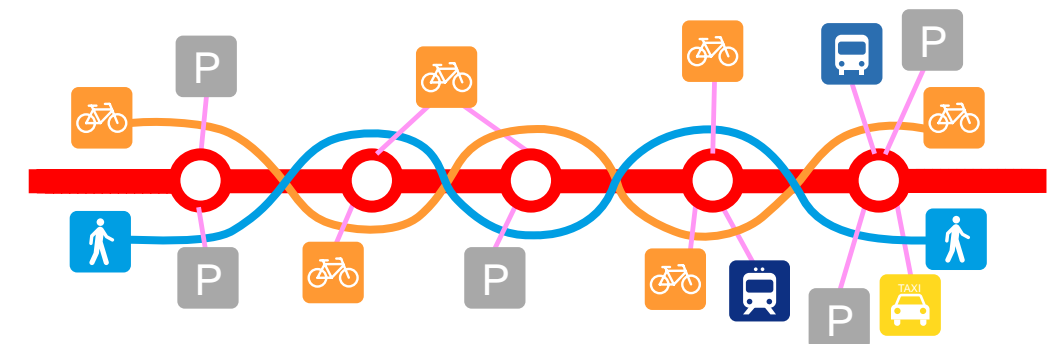
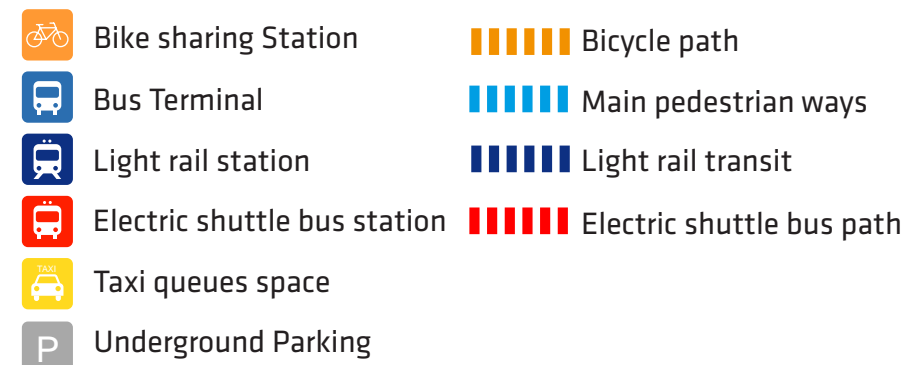
- This circulation plan has been done with the following principles:
- Provide safe and comfortable environment for pedestrians
- Provide efficient and safe movement for bus, BRT or LRT vehicles
- Provide reasonably easy access and egress for private auto drop-off and pick-up
- We need to discuss the circulation through/around the site, and identify space for private auto drop-off and pick-up

B(2). Reasonable Private Vehicle Assumptions for the Site – Private Car and Motorcycle Parking

- We do not want to provide too much parking for private motorized vehicles
- Scarcity of parking would encourage greater use of public transport and bicycles: sustainable transport!
- Only provide the parking that the building codes require
- Entry and exit points to parking lots should avoid the private auto drop-off and pick-up zones

C(1). Reasonable Internal Circulation Assumptions for the Site – Electric Shuttle Buses

- Because the site is such a long one, an electric shuttle service within the site would be beneficial
- One could also extend the shuttle service beyond the site into the surrounding area, if the length of the shuttle routes are below 3 kilometers.



TRANSPORTATION & CONNECTIONS

An **electric shuttle bus** connects our site from North to South. It is located into the park.

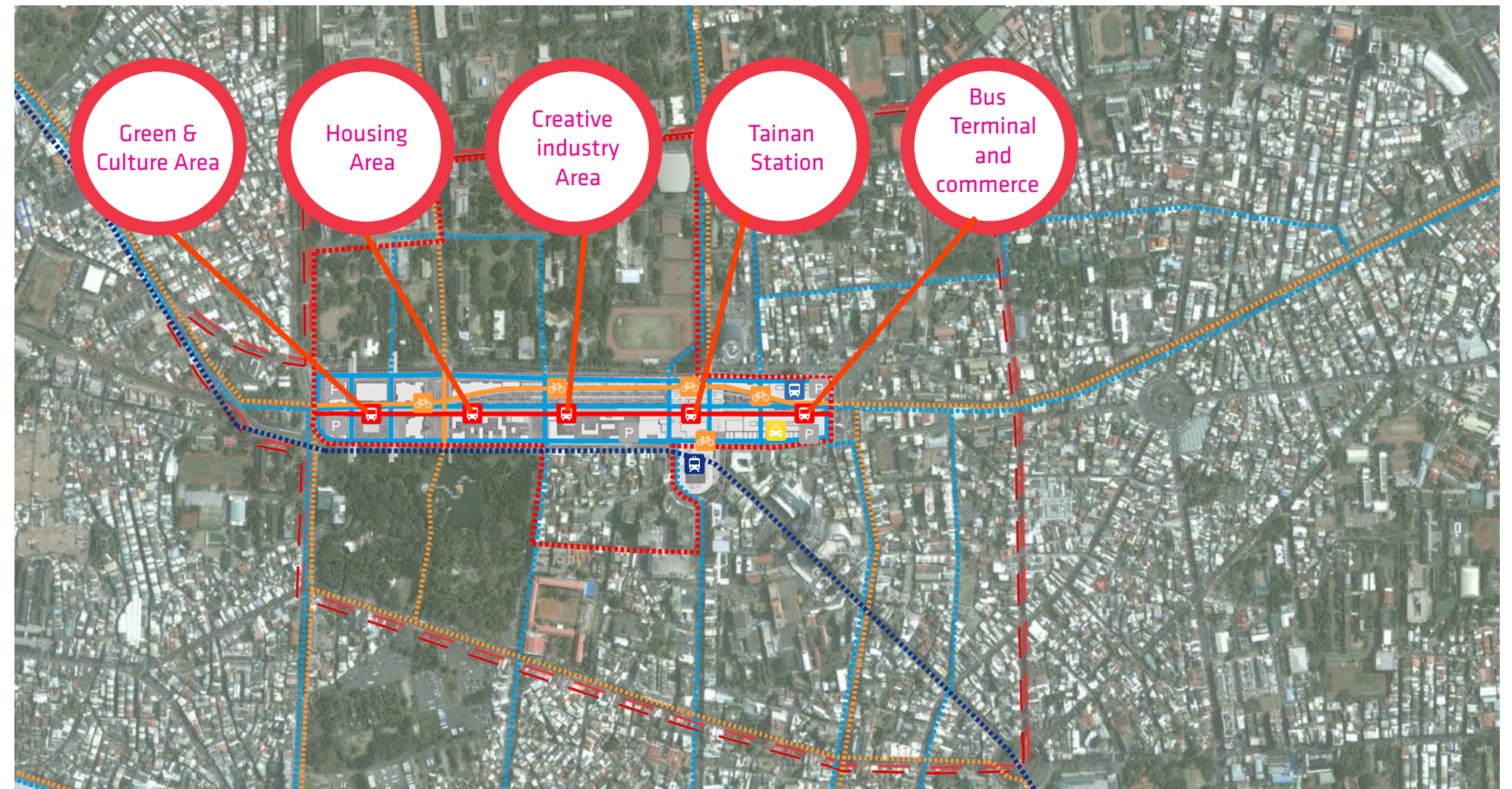
A bus terminal station is located at the Eastern part of our site. Escalator, elevators connect different parts of the site with the surroundings and within the site itself.

The metro and train are centred on the site. The space around the Station is empty, giving the possibility to mass people to move and reach trains and buses.

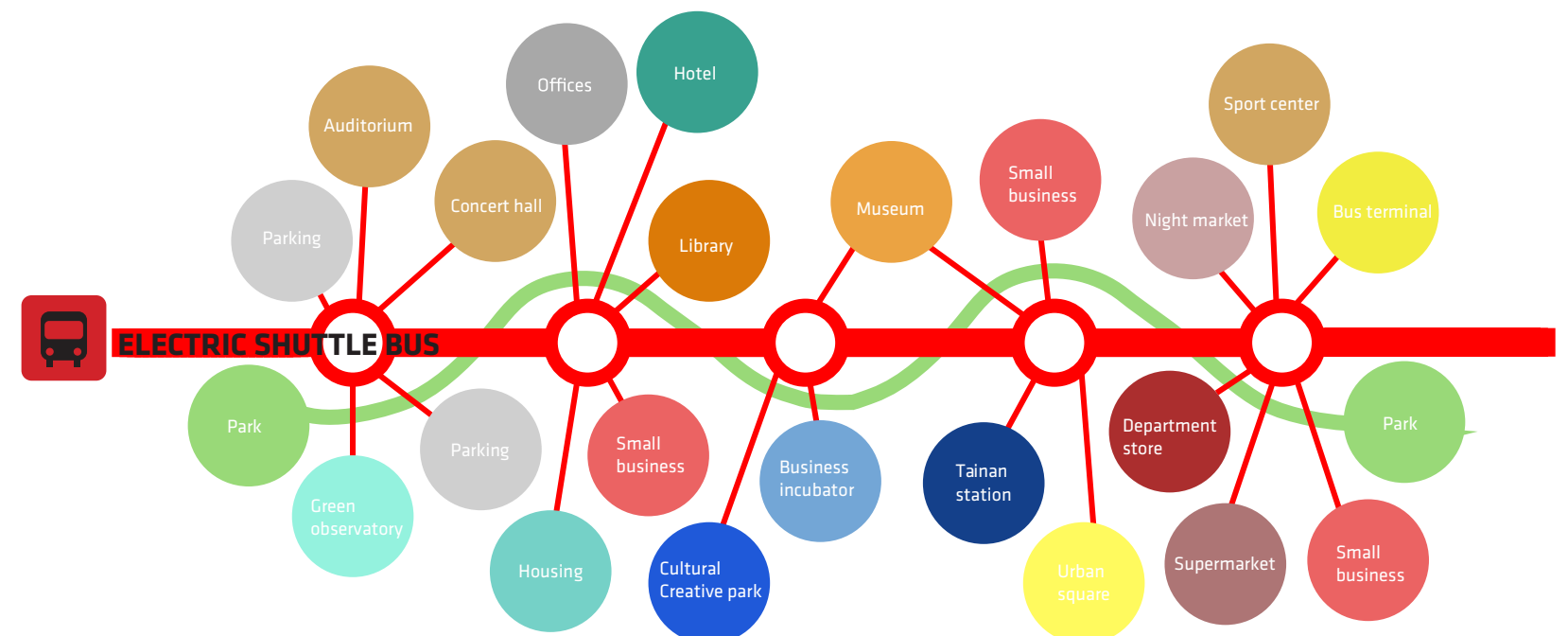
The main plaza in front of Tainan Station is directly connected to the Station. It crosses and extends until the East side of our site. It becomes a strong connection area between the two parts of the City (East and West). Moreover, new ancillary functions are settled between the Station and the park.

The main plaza is enriched by a new urban design, with green area, water basin with a mangrove tree, benches and lighting. Open areas give the opportunities to people and artists to gather, bringing life into the plaza.

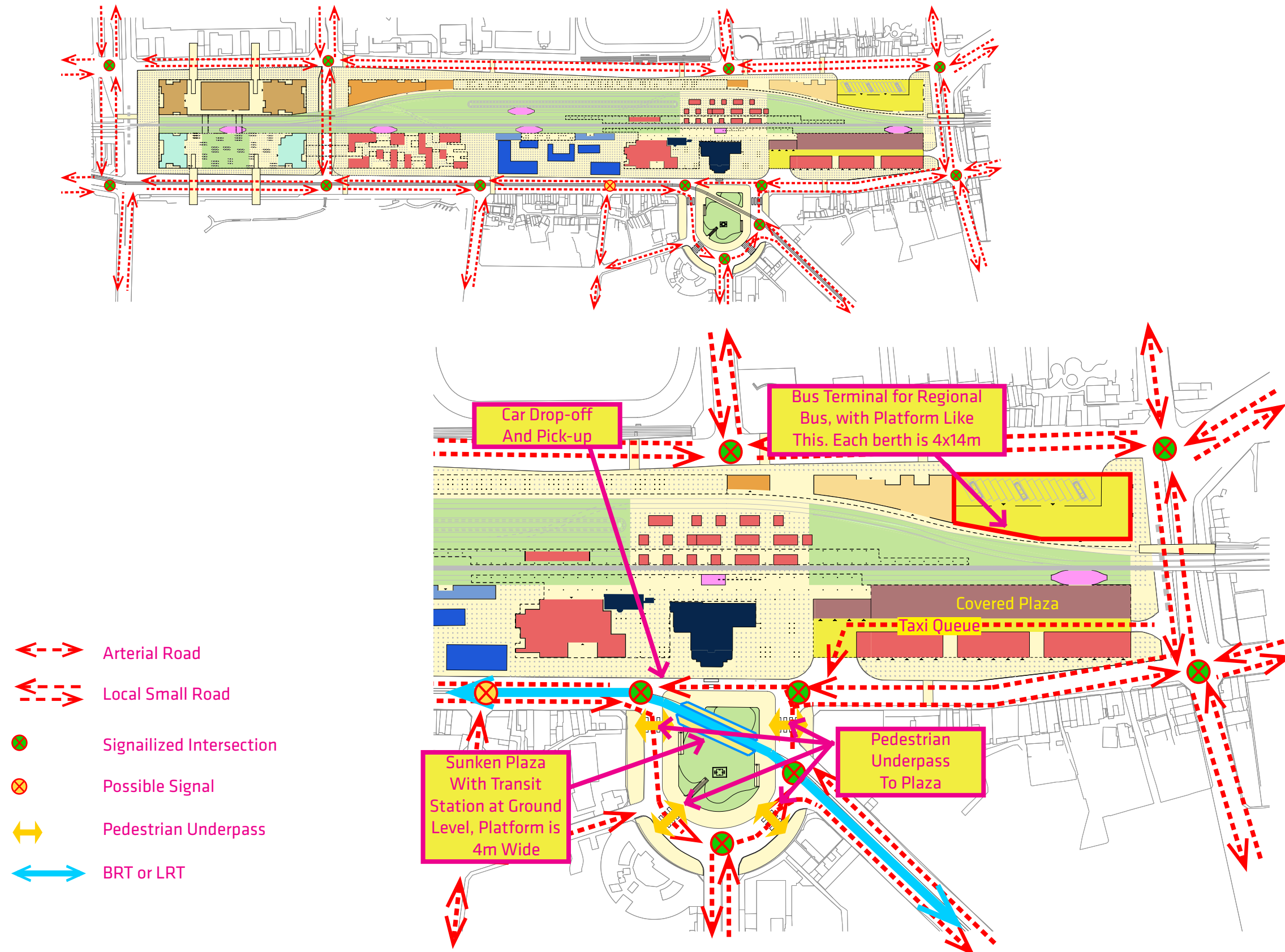
The Plaza in front of the Station is a sunken plaza which creates pedestrian connection at B1, to the ticketing areas of the Rail Station and commercial stores.



CONNECTION



TRAFFIC CIRCULATION CONCEPT



DESIGN PROCESS

Considering the site as a unique opportunity to develop a strong vision for Tainan City, we started to think about a bulk, to be modified as a sculptor does with his raw material.

We thought about pre-existence as a tool of intervention.

Rail tracks become elements to design a unique space, keeping and transforming them. Then, historical buildings will enter into relation with the new project. The Station and the platforms will be preserved with new added functions and activities.

The traces of the old rail tracks works as inspiring elements, opening possibilities to melt memory and new emotions. The rail tracks are transformed in tools of memory. They become

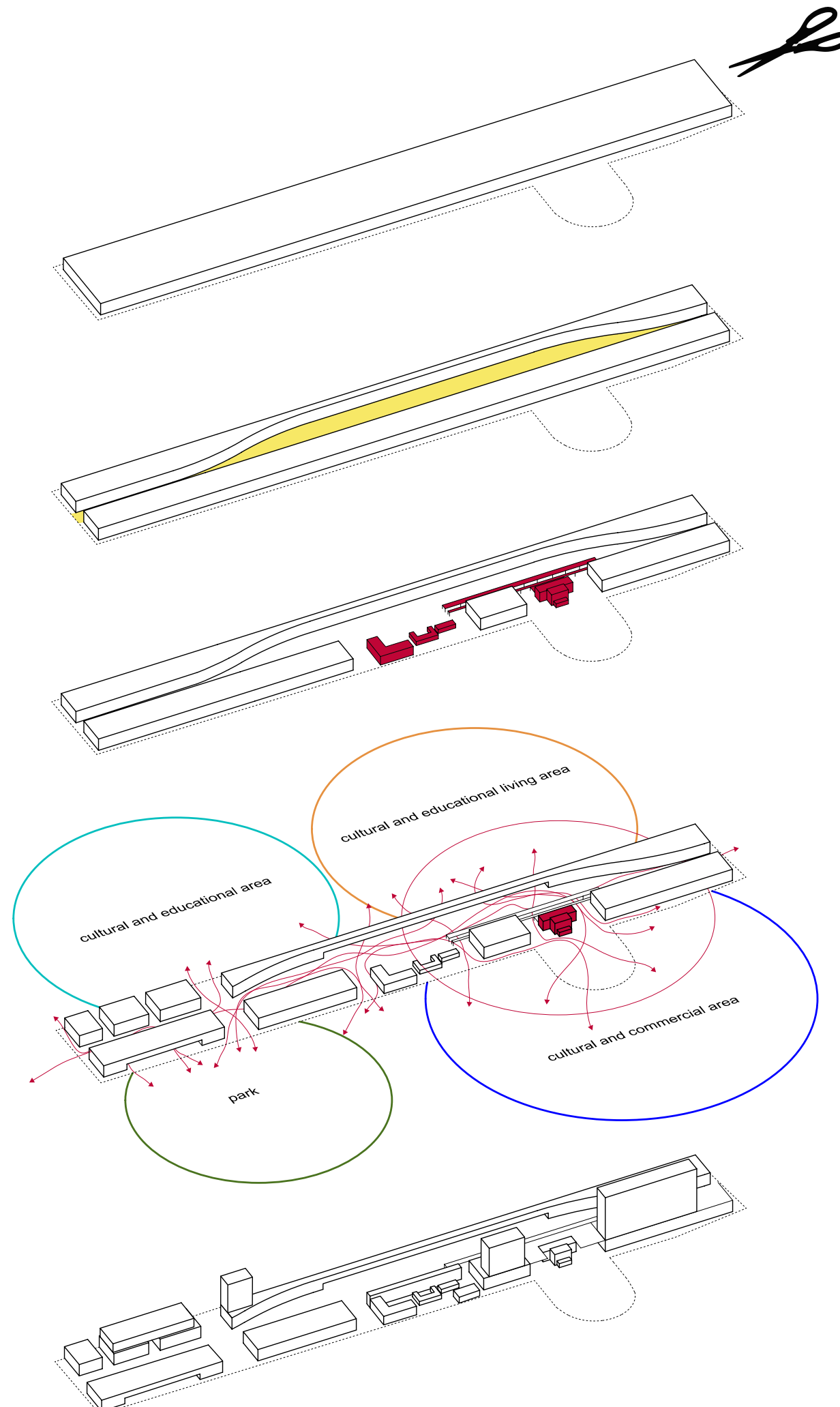
generator of a unique urban park. Each track opens to new functions bringing new life into the new design. The rail tracks become an integral part of the main void in the new site.

The void becomes the hearth of the project, full of memories of its previous functions.

The Cultural Creative Park will have new buildings for incubators of small innovative enterprises. Old and new architecture will create a new space balanced between tradition and contemporary visions.

In order to create new connections with the surrounding areas - from East to West- the bulk is broken into several parts.

A **'layered city'** starts to be in place, through the creation of several vertical layers of development. Keeping the height of 20 meters as the main level for a new horizontal public path. From it, higher buildings host new functions, both cultural, tertiary and commercial ones.



From a single volume

We cut the space of the existing train tracks

Keeping space for the historical monuments and the future

Creating connections between surrounding areas and different functions

We have a 'Layered City and 'Mix-City': a first more compact layer four stories high, a new horizontal platform for public uses and higher buildings, for a contemporary and vibrant Tainan

Mixity_A04

Urban Redevelopment Project
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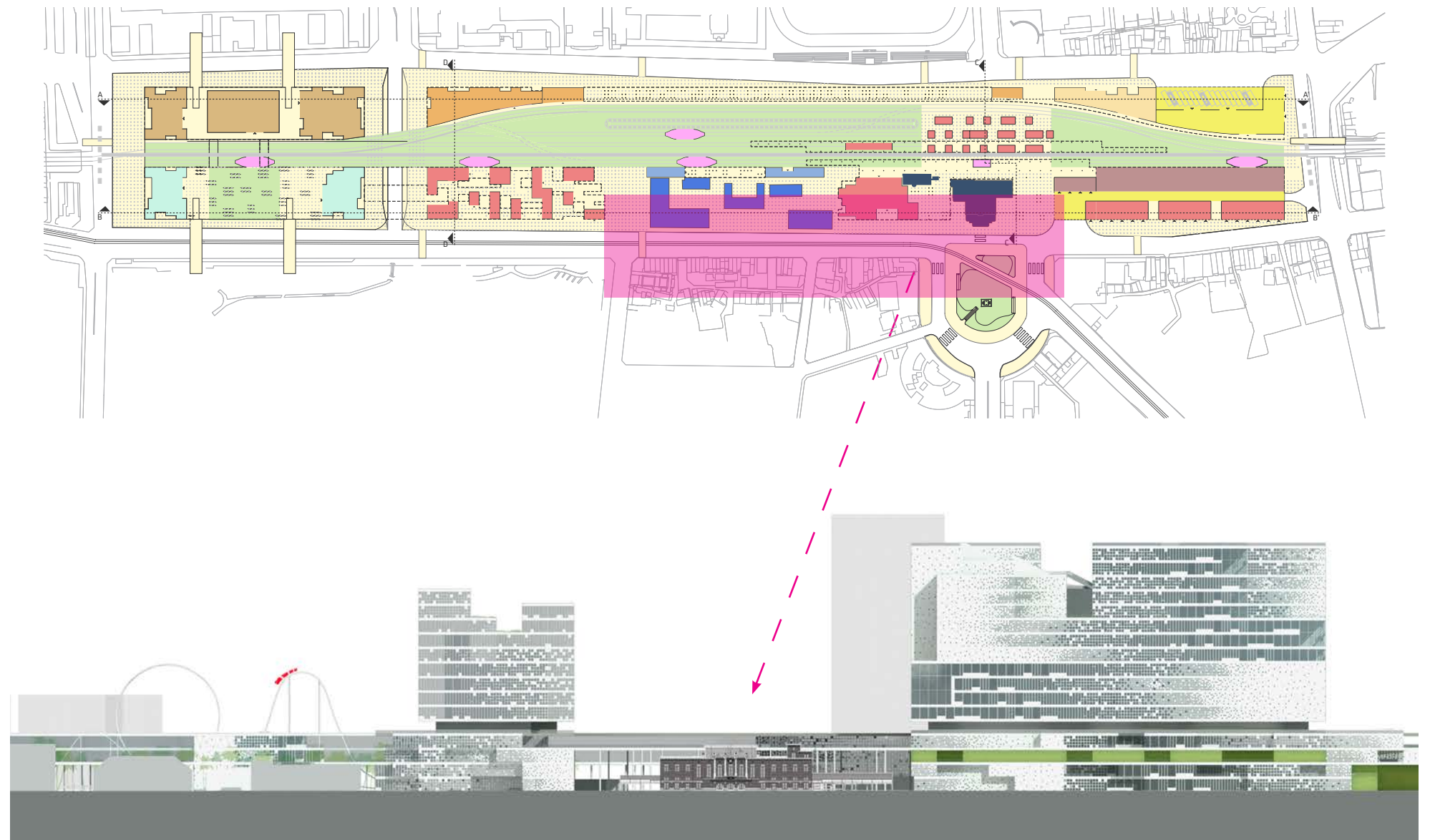
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alessiostudio

HISTORICAL MONUMENTS

The Tainan Station building will be preserved. It will be possible to have open areas around the buildings itself. The open areas will be covered by very high porches, that create continuity in the site. They will be higher than the Station and they will create a balance with the old building, embracing it into a light contemporary structure, bringing shadows and repair from rain.

The existing platform will be reused, hosting functions beneath.

The Cultural Creative Industry Park will have preserved historical buildings that will match with newer structures, such as incubator for small enterprises. Some bridges high level will connect with the top roof at level + 20 meters.



HISTORICAL REFERENCES

The traditional making of city and Taiwanese architecture furnished us suggestions and supported our concept of city, as composed by layers and based on modules. Specifically, we referred to Taiwanese traditional housing, orientation, monuments.

Among our references:

Temples in Tainan, such as the Chih-Kan Tower and garden, bridges and other cultural icon in Taiwan.

The use of water in the park has been thought very close to housing, in order to mirror them and create a pleasant environment, with human scale, green and water reflections.

Chih-Kan Tower, Tainan



Bridge at Goxinga Temple



The zigzagging entrance to the Dragon Tiger Towers in Kaoshiung
Sanxiantai Bridge



MASSING AND DESIGN

The definition of massing and design are based on:

- Tainan skyline
- module and multiple
- historical references

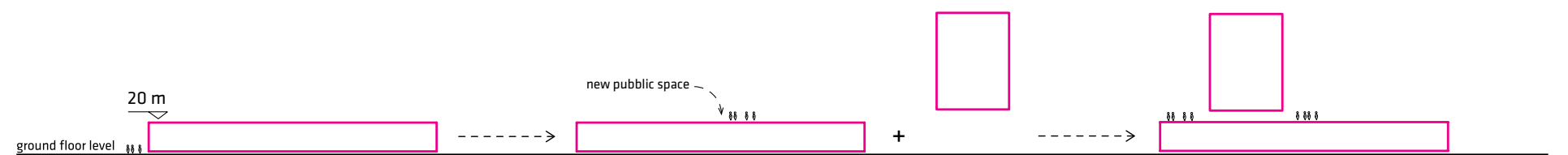
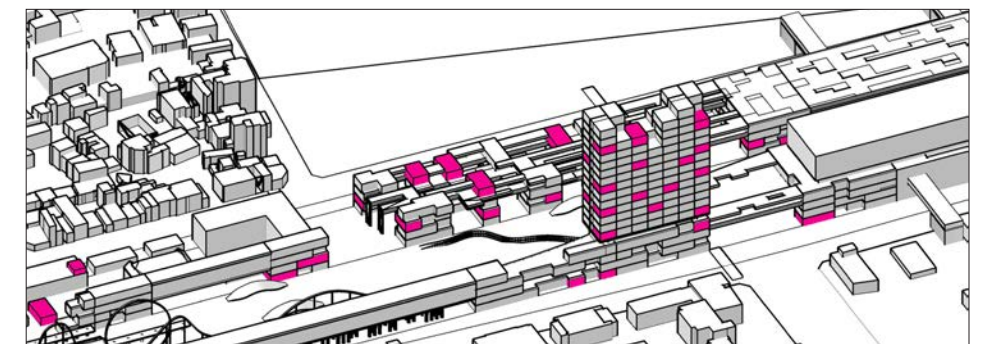
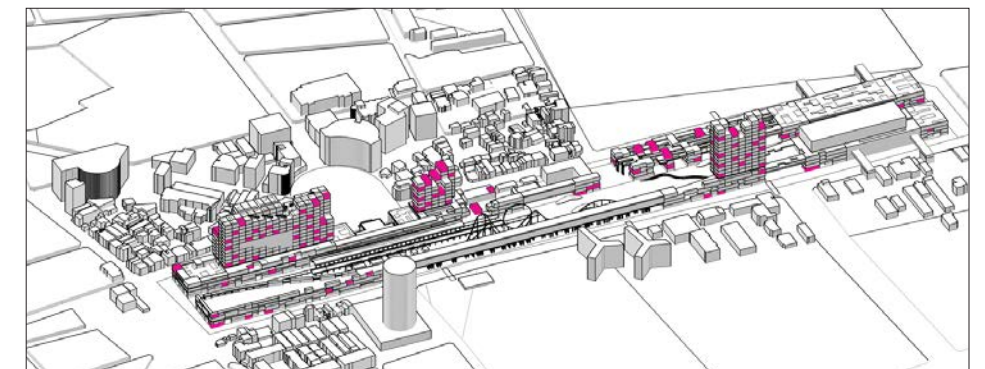
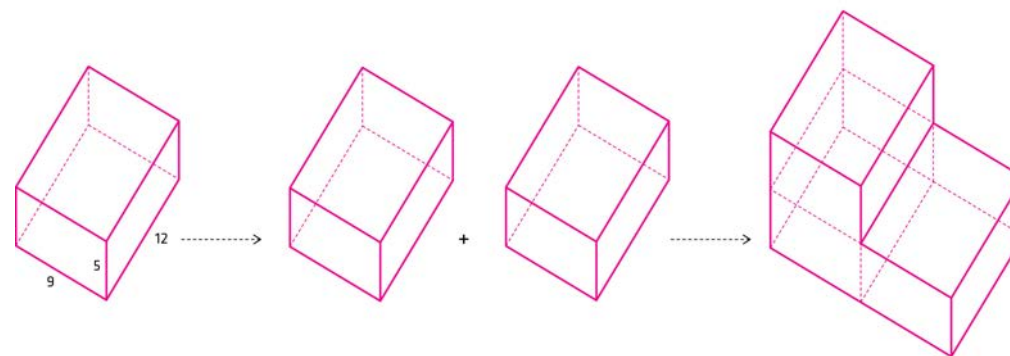
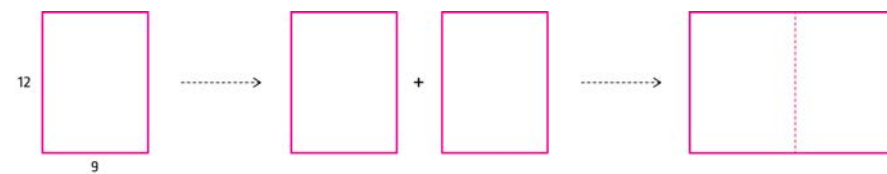
Considering the size of the project, we took into consideration the issue of dealing with big areas, thus creating pleasant human scale space to be in.

On one side we wanted to keep a strong identity of the place, offering opportunities to new sense of proportions based on traditional Taiwanese architecture, working on human scale diagrams, going from a unique vision to the details, which make rich the people's perception and involvement.

Tainan is mainly characterized by four stories high buildings. We wanted to create a relation with those buildings' scale and the new design.

We created two basic rules:

- a first layer of city will be developed in four stories. The roof will be a continuous slab. We used it as a new horizontal public plane for the new city. There, on the top, many activities will take place: night market, swimming pool, open air auditorium, walk-ways with view to the city, restaurants, etc.
- the design will be based on modules. Analyzing the context, we considered a base module of 9 x 12 meters.



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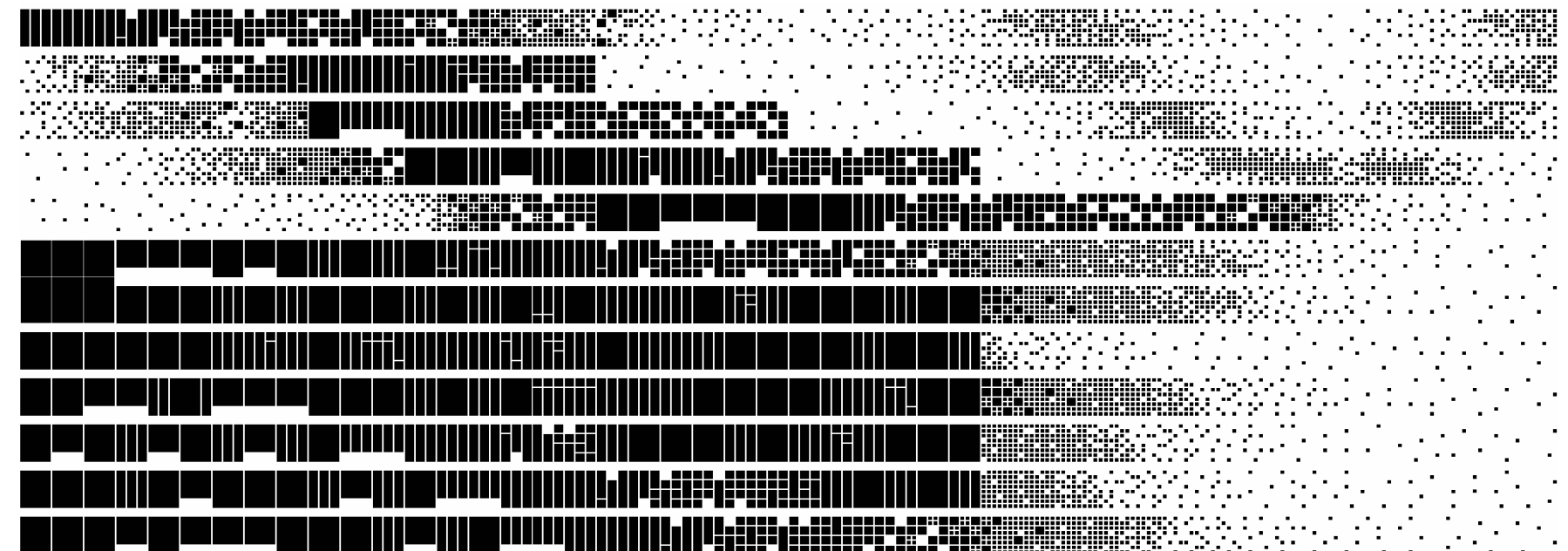
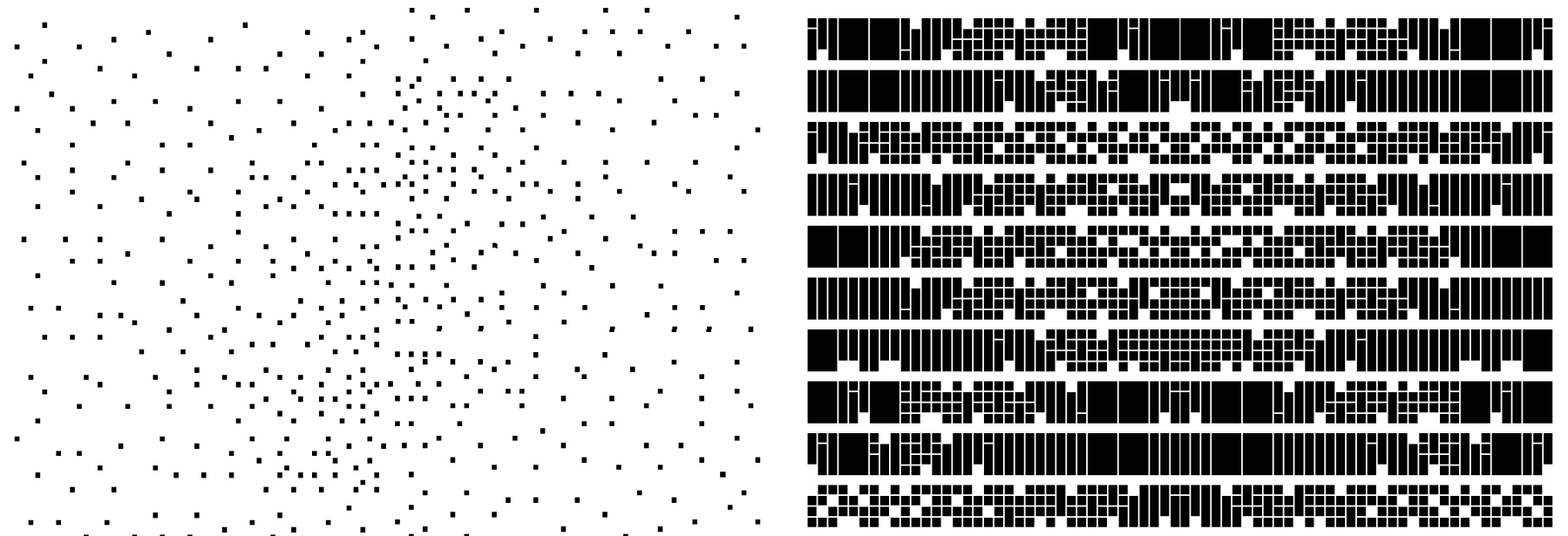
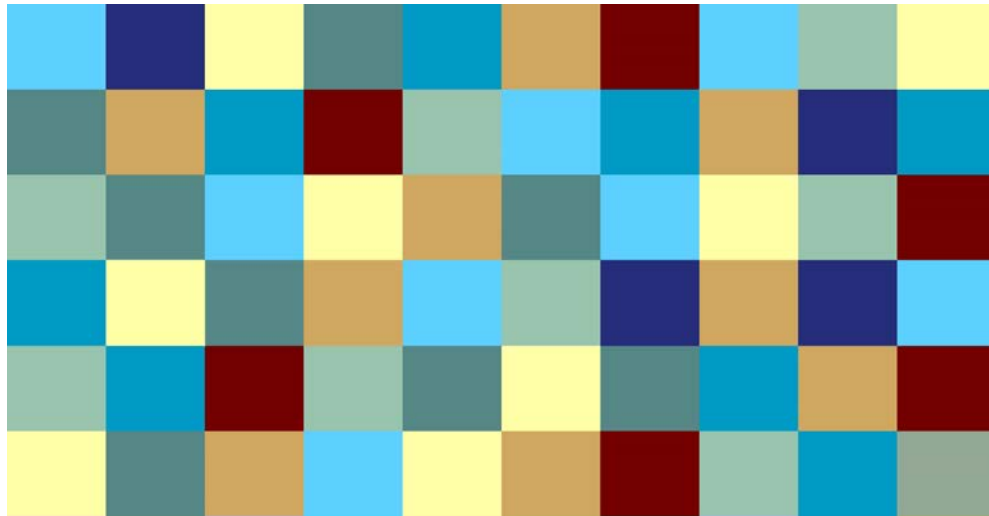
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FACADES AND ROOF SYSTEM

The facades are based on modules 3x3 meters and its sub-multiples, as in the schemes.

Vertical green facades are next to bus terminal stations.

The roof top at level + 20 meters, presents photo-voltaic cells, coloured in vivid colours as a palette of existing colours on roofs and urban landscape in Taian City.



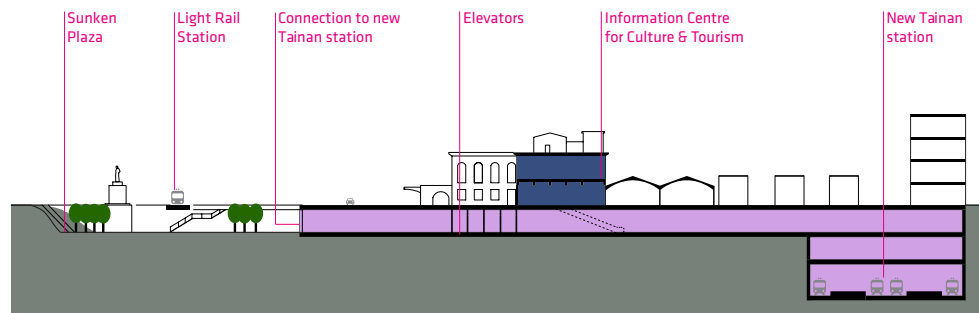
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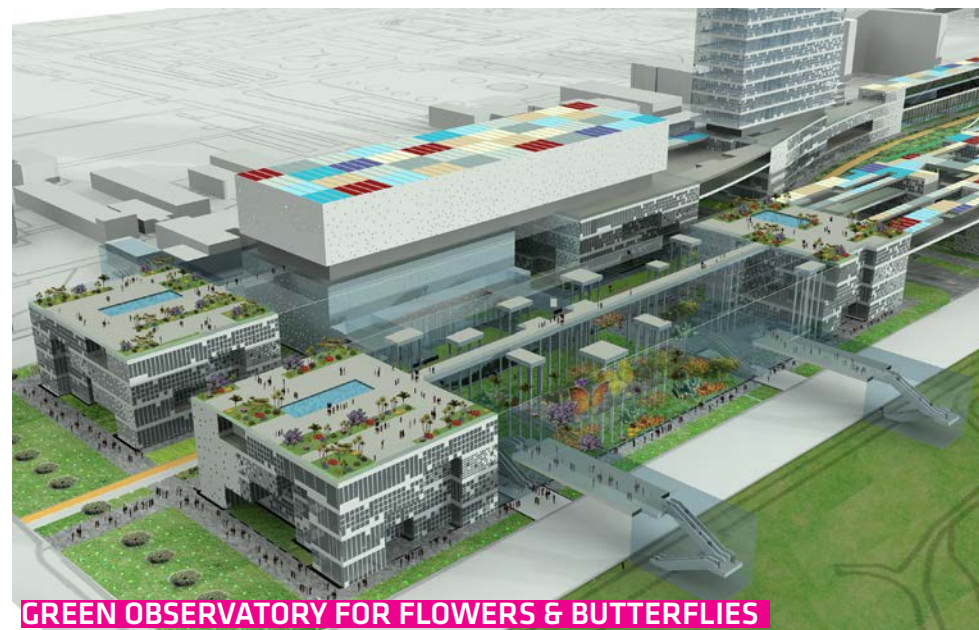
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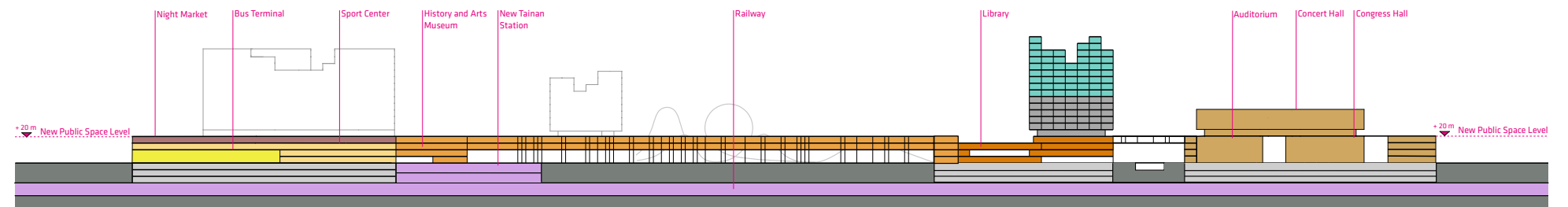
Mixity is based on the concept of interaction. Interaction between functions, both horizontally and vertically. From the following schemes, it is possible to see how residential is mixed to small commercial and offices at first levels. As, the night market moves on the top roof at +20 meters, where entrances to new functions and open air public activities take place. The mixing of functions furnishes to the project a strong flexibility. Moreover, the mixing guarantees liveable quarters.



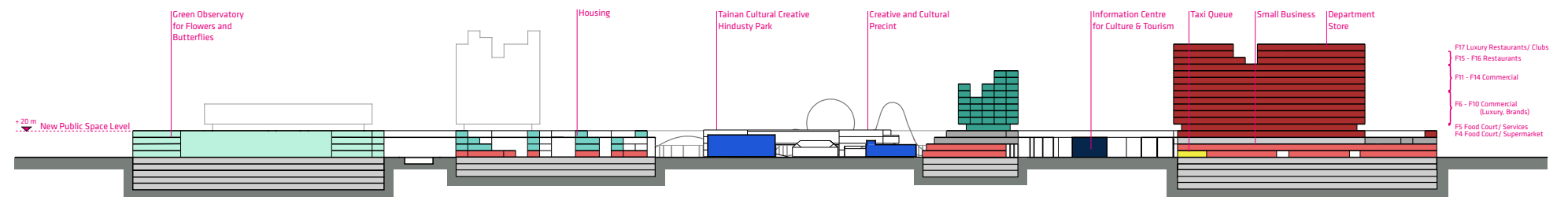
SUNKEN PLAZA CROSS SECTION



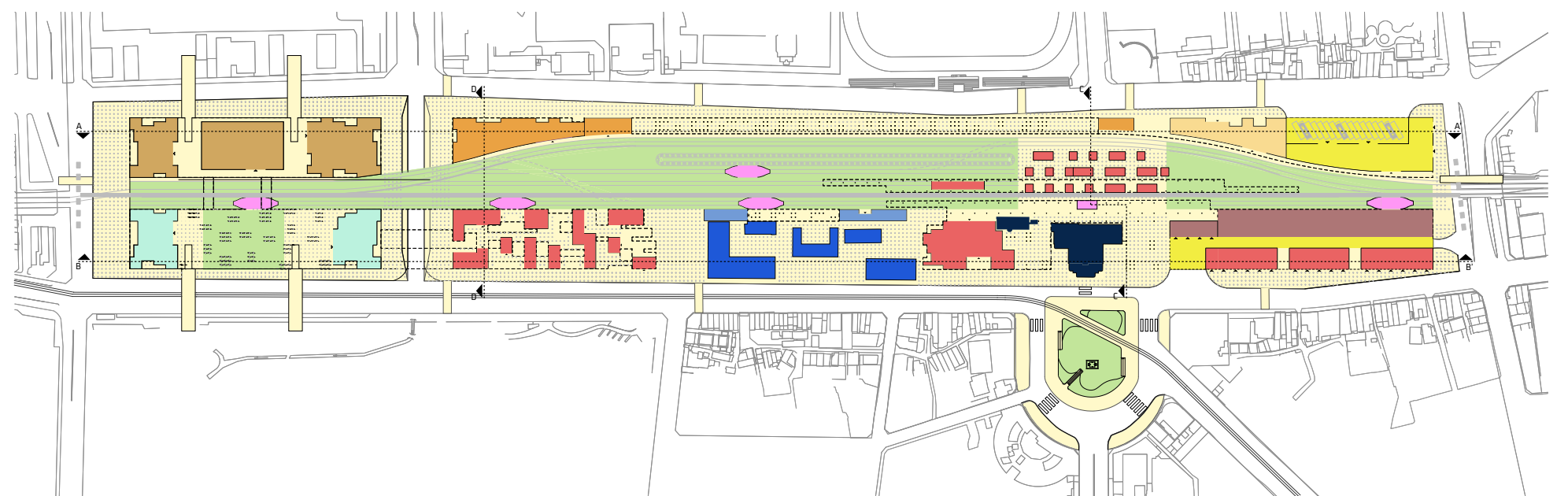
GREEN OBSERVATORY FOR FLOWERS & BUTTERFLIES



Section AA' scale 1:2000



Section BB' scale 1:2000



Ground floor plan scale 1:2000

- | | | | | | | | | | | |
|--------------------|-------------------------------|--------------------|--------------|---------|-------------------|---------|-----------------|----------------------------------|--------------------|-----------------------------------|
| Department Store | Small Business | Covered Plaza | Night Market | Library | Auditorium | Museum | Sporting Center | Bus Terminal/
Taxi Queue | Urban Public Space | New Tainan Station
and Railway |
| Information Centre | Cultural Creative
Industry | Business Incubator | Hotel | Housing | Green Observatory | Offices | Parking | Electric Shuttle
Ride Station | Old Rail Park | |

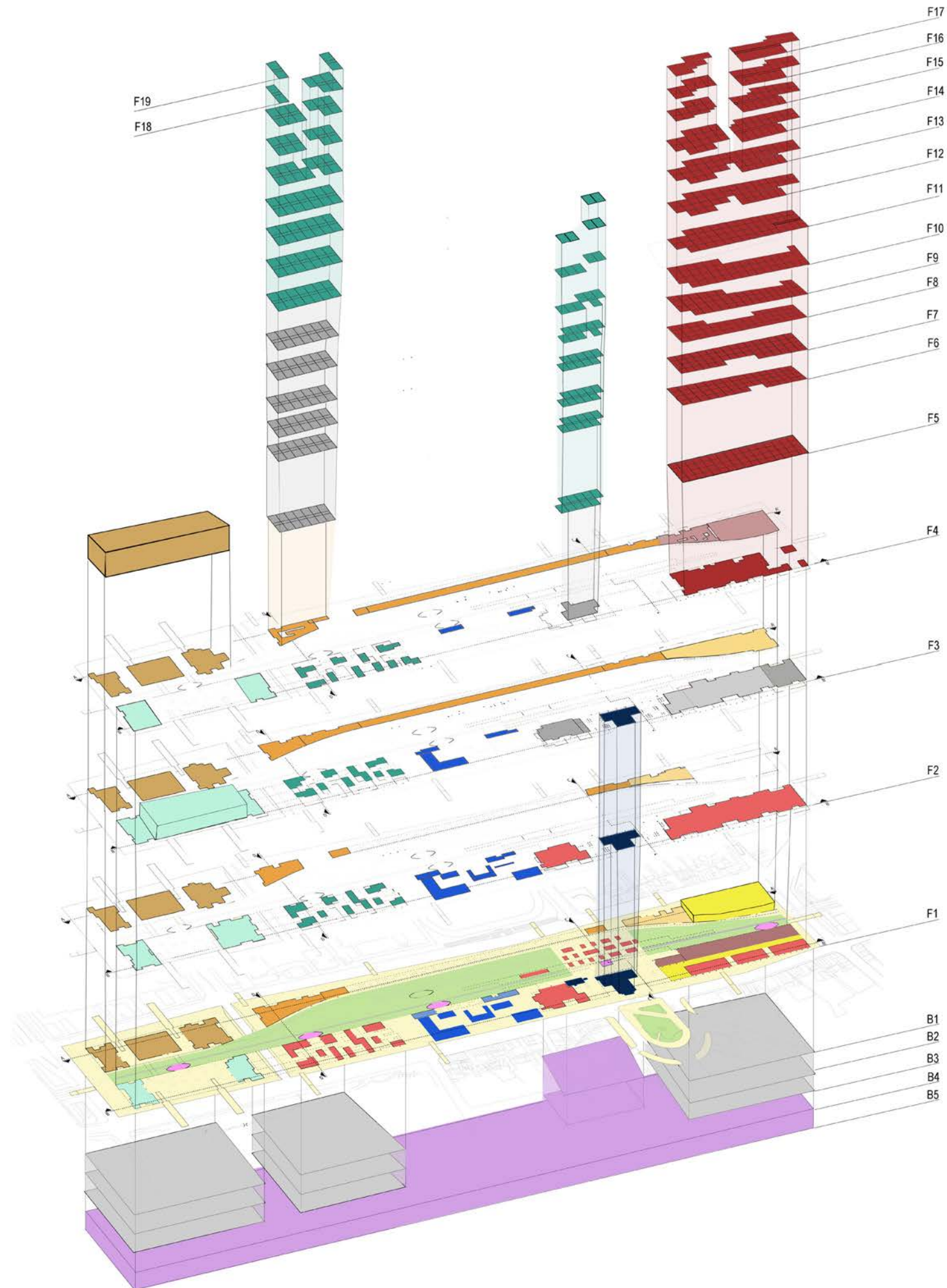
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FUNCTIONS

- Department Store
- Information Centre
- Small Business
- Cultural Creative Industry
- Covered Plaza
- Business Incubator
- Night Market
- Hotel
- Library
- Housing
- Auditorium
- Green Observatory
- Museum
- Offices
- Sporting Center
- Parking
- Bus Terminal/Taxi Queue
- Electric Shuttle Bus Station
- Urban Public Space
- Old Rail Park
- New Tainan Station and Railway



SUSTAINABILITY

According to the UN definition, 'Sustainability' should be constituted of the triple bottom line: 1) **Environmental**, 2) **Economical** and 3) **Social issues**.

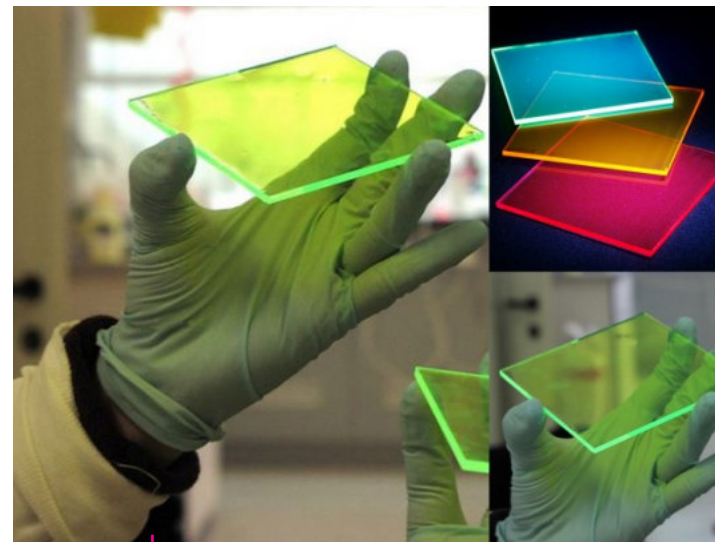
Regarding 1) for instance, the IPCC (the Intergovernmental Panel on Climate Change) has been warning to the world to reduce emission of greenhouse gas including CO₂ to mitigate the critical global warming phenomenon. Consequently, some of developed countries have set a long term goal to reduce greenhouse gas emission by 50% of the current level by the year 2050.

Further to such a slogan, 'Carbon-neutralisation' became a relevant keyword beyond 'energy efficiency' or "Design for Environment (DfE)" within the architectural and urban design and planning. In addition, the 'BACKCASTING' method (as opposed to the conventional 'FORECASTING' method) has been understood to be applied to architectural and urban/regional planning in terms of sustainability. It involves envisioning a future scenario first, and then tracing the needed steps back to the present clarifying what and how to create the future sustainable model for our next generations. Such a method, based on time specific analysis, includes naturally the 'Life Cycle Analysis' including post occupancy evaluation and improvement.

Mixity, as the state of the art urban development model in Tainan, has been elaborated conforming to the above requirements and new method from the beginning at each level of indoor and outdoor of buildings, landscaping, district as well as regional environment. Also vital design quality was the top priority to enhance the Quality of Life of Tainan people to combine joy and ethic of our time.

Among others, **Mixity** has been planned focusing on the followings, maximising:

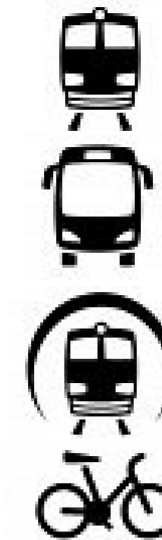
- 1) The adoption of energy efficient solutions through the life cycle of buildings and landscaping
- 2) The use of renewable energy sources provided on-site and off-site



Green Sun Colored Solar Panels



Biodiversity



Mass Transportations
& Bike Sharing

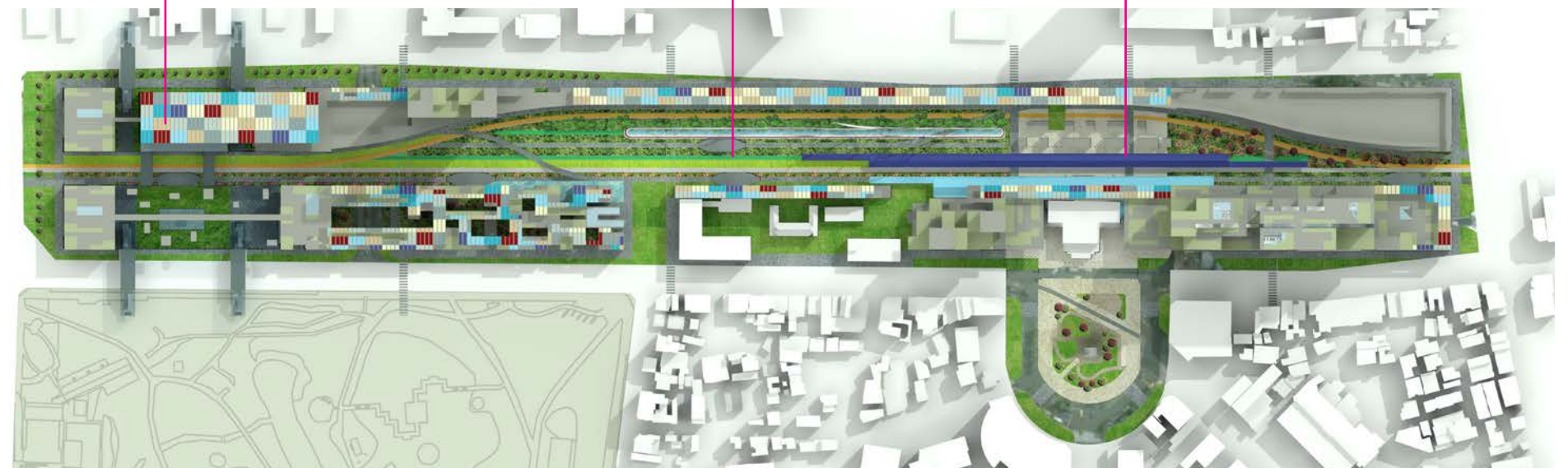


Photo voltaic (PV) solar roofing, associated with innovative technology of fluorescent dyes and nano-particle metals, which need 80% less silicon than traditional cells.

- 3) The use of eco-materials for the whole facilities
- 4) The comfort and health of users and visitors through green and passive solutions
- 5) The flexibility of the whole facilities for long-life and feasible usage
- 6) The bio-diversity even in the given central urban area
- 7) The cultural and region specific development preserving old and new heritages of the place
- 8) The convenience for users and visitors through a variety of transportation systems and the nodes
- 9) The social and economic benefits for the designated area and the neighbouring areas

All those proposed initiatives have been selected and applied to the planning on the basis of minute investigations of the designated region, as the 'Pre-design', in terms of climate, geology, geography, water system, flora and fauna, industrial and economic activities, social activities of the adjacent communities, and etc.

FEASIBILITY AND FINANCIAL PHASES

The new re-development project at Tainan Station introduces a strong flexibility. Being considered as a 'layered city', it will be possible to develop different phases according with the local community needs and the stake holders wills. Following the interventions with the new underground rail tracks, four phases have been thought:

PHASE 1

Public, Semi-public development:

- the re-development of the plaza in front at the Tainan Station: new urban design, sunken plaza in connection with B1, new transportation system (LRT)
- re-development and enlargement of the new station with info-center-commercial and cultural areas
- new bus terminal
- cultural activities
- a portion of the new park

Private development:

- Small business (local entrepreneurs)
- Night market
- Department store (private investors and managing companies, such as Takashimaya, Sogo, Westfield)

PHASE 2

Public, Semi-public development:

- The Cultural Creative

Industry and Enterprises Incubator of new companies

- a portion of the new park
- museum of history and arts

Private development:

- Hotel, different categories (private investors, hotel chains, such as Hyatt, Hilton, hotel, or others),
- Small business (local entrepreneurs)

PHASE 3

Public, Semi-public development:

- a portion of the new park

Private development:

- residential areas (private investors, construction companies, stake holders)
- Small business (local entrepreneurs)

PHASE 4

Public, Semi-public development:

- a portion of the new park, completing it
- Green Observatory
- Congress hall
- Concert hall

PHASE 1

SMALL BUSINESS

(local small entrepreneur)

The new local business is facing the existing one, and it will bring new life in the streets and in commerce; the department store will attract investors, it will serve the commuting people and it will offer new activities to be expanded also in the surrounding areas.

NEW PLAZA

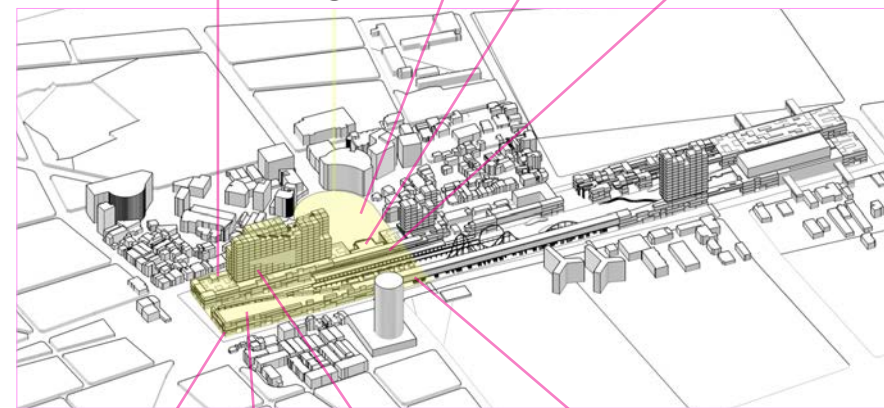
(public investment)

TAINAN STATION RENOVATION

(public investment)

PARK

(public investment)



NEW BUS TERMINAL

(public investment)

DEPARTMENT STORE

(private investors and managing company, such as Takashimaya, Sogo, Westfield)

NEW CULTURAL ACTIVITIES

(public investment)

NIGHT MARKET

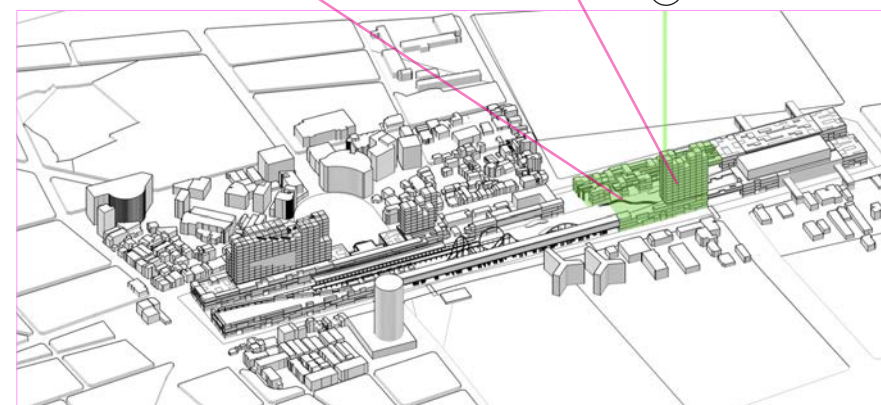
PHASE 3

HOUSING and OFFICE BUILDINGS

(attract private investors, such as assurance company, construction company)

PARK

(public investment)



PHASE 2

HOTEL

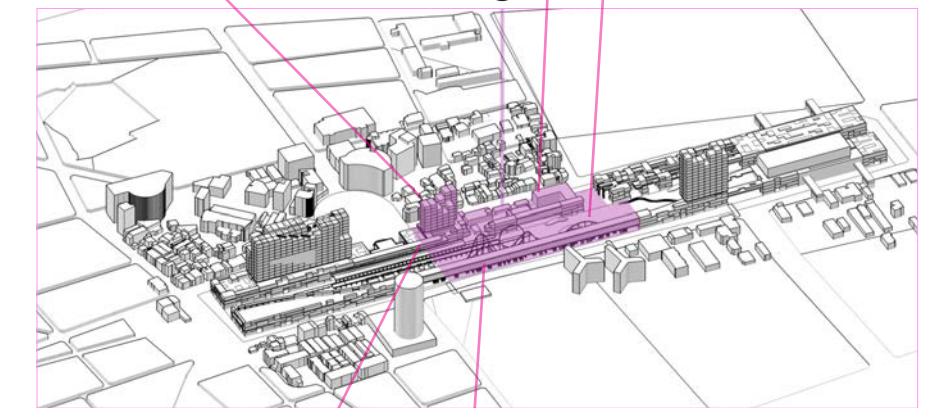
(private investors, hotel chains, such as Hyatt, Hilton, hotel, or others), residence a system with the existing Shangri-la hotel

CULTURAL CREATIVE INDUSTRY and ENTERPRISES INCUBATOR

(public and private investment) - development of new companies

PARK

(public investment)



SMALL BUSINESS

(local small entrepreneur)

HISTORY AND ARTS MUSEUM

(public investment)

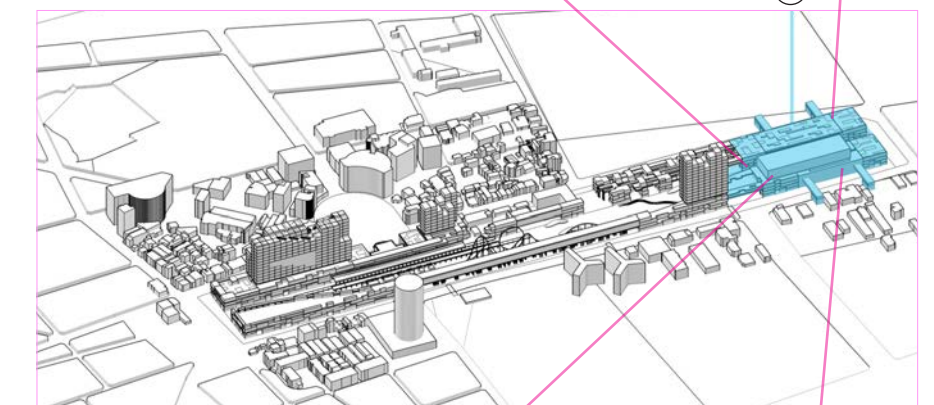
PHASE 4

GREEN OBSERVATORY

(public or semi/public investment)

PARK

(public investment)



CONCERT HALL

(public or semi/public investment)

CONGRESS HALL

(public or semi/public investment)

Mixity_A04

Urban Redevelopment Project
at Tainan Main Station Area

Lorena Alessio architetto
alessiostudio



International Urban Design Competition 2012
Two Phases Competition - Honorable Mention



CONSULTANTS

TRANSPORTATION:

David Ta-Wei Poo

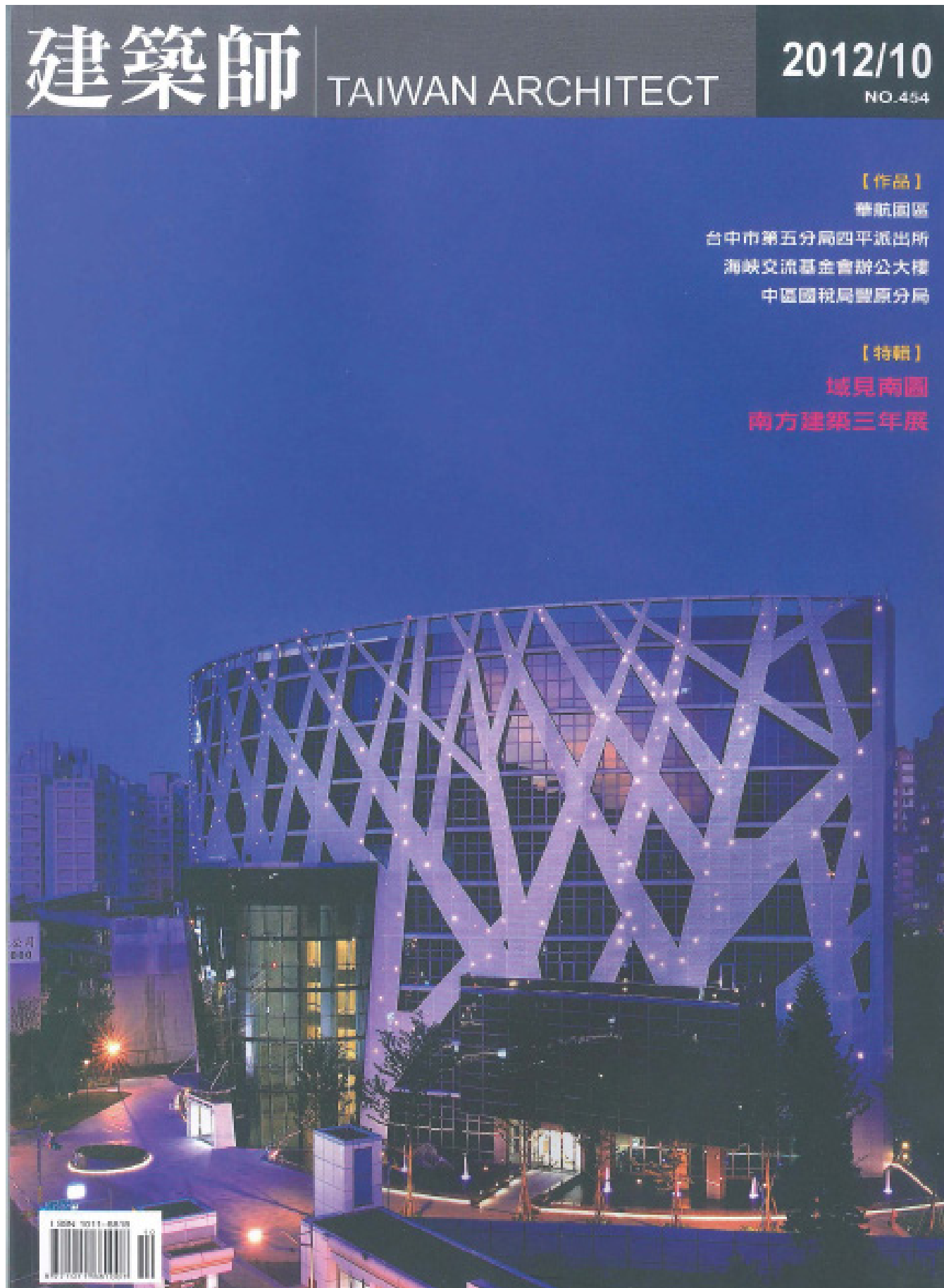
Chairman of Mega Trans International Corporation, Taipei

SUSTAINABILITY:

Kazuo Iwamura

Professor at Faculty of Urban Life Studies, Tokyo City University, Tokyo

Principal of Iwamura Atelier, Tokyo



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都市再生

台南車站站區都市設計國際競圖之後
的視野與決策行動

文／林欽榮・臺南市政府副市長/國立交通大學人文社會學系副教授



臺南市區鐵路地下化工程案，是台南市近半世紀以來難得具有大型規模、且將長遠影響都市發展的一項重大公共建設，這個計畫將導引臺南車站站區及其周邊地區再現風華，將可翻轉臺南市中心區都市空間結構，且亦有能力成為營造21世紀臺南市新城市中心區，以及建構為知識經濟、創意產業交織的都市生活圈。繼臺南市政府都市發展局共同與國際都市發展協會（INTA）合辦的「2012臺南車站站區都市設計國際徵圖」之後，我所思考的是如何續行展開實質都市規劃、如何於未來15~20年期間(包含鐵路地下化工程施工期限將達6年以上的時限)循序調節新都心區的公共基礎質量條件以及公共服務系統的提升、又如何佈局以台南火車站站區為主併其所鄰接之周圍舊市中心區與國立成功大學校區為一整體「新台南都心區」(New Downtown)都市再生策略？這都需要有新的視野與決策行動的注入。以下就「市政府做為的下一步」、「鐵路地下化計畫做為公共政策與市民對話平台的開展」、「研議並採行創新都市開發管理機制的必要性」以及「鐵路地下化計畫與大台南都市發展連鎖效應的視野與企圖」等四面向，來說明本案將影響臺南市城市再生，而其關鍵則在於台南車站站區都市設計國際競圖之後該有的視野與決策行動的對應：

市政府做為的下一步

「2012臺南車站站區都市設計國際徵圖」中，11位評審委員與5組入圍團隊的對話與激盪，交織著高密度的創意，匯集投射在面積14公頃的臺南車站站區範圍中；這對臺南市是一項精采的都市規劃行動。而國際競圖的結束，也代表了市政府需要正式邁向實質都市計畫做為的開端。目前市政府正準備以下列兩階段進行都市計畫實質規劃作業：

第一階段：臺南車站站區都市計畫變更案

「臺南車站站區都市計畫變更案」為因應鐵路地下化工程進展而需要快速執行，將北鄰東豐路、西接北門路、南迎民族路與東倚前鋒路的14公頃站區範圍做為主體場域，它扮演著帶動整條鐵路地下化廊帶所能引動都市縫合發展的驅動角色；甚至引領整個市中心區空間結構翻轉、充實台南都會區有處新的都市中心的新功能。為了能使鐵路地下化工程計畫效益最大化，以及使鐵路地下化工程的土地利用合法地妥善建構，俾利

地下化工進；市府將需要與交通部與臺灣鐵路局、鐵路改建工程局進行協商，並快速進行實質土地利用規劃作業，期能在既定時程內有效完成都市計畫變更法定程序，並經地方與中央兩級都市計畫審議委員會審議通過，取得都市計畫指導土地利用以及引導土地開發之合法性。

第二階段：臺南車站站區都心特定區計畫

第二階段的都市計畫作為，也將採擷國際徵圖所得的部分概念啟發，預定將擴大都市計畫規劃範圍，以站區為核心，結合周邊地區，東側延伸入成功大學之校區；西邊則包含成功路、民族路之商業區與住宅區……等等，擬定「臺南車站站區都心特定區計畫」。此為因應鐵路地下化所帶來的都市結構變遷，逐步施行兼具效率、系統性與策略性的特定區計畫，引導臺南車站站區核心之高強度發展，並發揮成長及效應，促成週邊地區共生共榮。透過銜接國際徵圖成果、產生規劃共識，進一步協商溝通，將都市計畫帶入法定程序，透過兩級都市計畫委員會之審議並且通過。才能藉由法定都市計畫書、圖，真正回應國際徵圖的創意與巧思，落實都市設計的想像，並且實現人民對於市政府下一步作為的期待。

鐵路地下化計畫做為公共政策與市民對話平台的開展

鐵路地下化不應只是被視為是一項大型公共工程而已，它也是一項社會工程。因為整個工程範圍縱貫臺南市區達8.23公里，工期長達6至7年之久，沿線影響將近400餘戶市民之居所需要遷徙，非同小可；然這也是台南市城市結構翻轉之必經過程。而臺南市政府與後續營運管理單位「交通部臺灣鐵路管理局」，以及施工單位「交通部鐵路改建工程局」，不僅採用公共工程之拆遷、補償機制來辦理此一社會工程案件，進一步也需擴充行動如下兩點：

拆遷戶之傾聽與照顧

對於因鐵路地下化工程進行，而必須搬遷的住戶，市府與相關單位辦理公開說明會、舉辦公聽會，說明拆遷補償等住戶權益事宜。幸而，臺南市政府於此間提出拆遷安置都市更新作為，此更新案已陳報行政院都市更新專案小組裁核，也將可做為容納拆遷戶更新安置的政策措施。

公共政策與市民對話平台的開展

鐵路地下化計畫不會只受到動遷的住戶關心，本案更應該是全市市民理解臺南市重新建構過程中的一個機會，因此，臺南市政府也有義務運用各種管道，與市民對話。使其資訊透明、計畫進度展現。因為由世界各地之案例觀之，長期公共工程之實現，必當仰賴市民的理解、認同與參與，才能確保工程的順遂與品質。因此，市政府責無旁貸，必須進行社會溝通，而這並不是用來照護特定拆遷戶的權益，而更期望能引發更多市民對鐵路地下化案情的關注，了解本案進行之後的效益以及所能帶給臺南市格局翻轉的機會。也唯有更多市民的理解、認同及參與，才能確保任何一件公共工程實施以及都市發展行動計畫能夠成功的可能。

研議並採行創新都市開發管理機制的必要性

欲實現國際徵圖的創意，必得仰賴新的開發管理機制的設計與實踐。不可諱言，目前台灣都市開發管理手段，普遍仰賴訂定容積率與建蔽率的控管，以及一旦都市計畫發布實施以後，即進入個別建築坵塊(building lot)開發興建。都市計畫發布實施，經過釘樁、測量與地籍分割作業後，土地權屬由個別地主主持分，政府並無法施以開發時程管控，當然也無法落實所謂的分區計畫發展策略。

然而臺南車站站區之土地產權多數為公有土地、僅少部分為私有土地。都市計畫目標的實現，在這個地段上，需要主政目標各異的各級政府機關協商；它既擔負了所謂的公共工程進度的進展，也考驗著如何去管理這個開發案件有效的達到都市計畫的原始目標，而這就需要新的開發管理機制以因應。然而這種新的機制只能從既有模式裡面，逐步創新，無法一夜生成，需要「滾動式」邊走邊發明。因此，我鼓勵臺南市政府各機關，一邊依賴舊有模式執行；也一邊嘗試朝向創新的可能性，唯有如此才能研發出新的開發管理機制。

放眼全球，新開發管理機制之例比比皆是，例如成立專案型都市更新公司、公私合作之都市開發公司…等等，然而國外案例是否能立即套用於臺南市則待商榷，但著眼於這些案例，可歸納出兩個重要原則：一、開發的管理：「開發的管理」著重公平、程序正義以及有效促成開發效益。二、開發的促進：「開發的促進」著眼於開發彈性、創新、要徑、資金流動。

臺南車站站區發展透過國際競圖成果以及評審委員的溝通對話，均對徵圖成果的落實充滿期待，也對於促成新的都市開發管理機制提出建議。無論是第一名西班牙團隊之作品「Spine」或是第二名英國團隊之作品「Eco Transition Urbanism」所強調的開放空間…等等，無非宣告著：惟有效的「開發管理」以及「開發促進」，才能將這些想像與期待的都市發展綜效(synergy)呼喊出來。

本案工程總預算為新台幣293億元，分別由中央政府負擔

87.5%以及地方政府負擔12.5%的財政結構中，我們站在都市發展的角度，仍然有義務發揮其綜效，並非將293億元如同鐵路地下化般「埋葬」到地底下。在此就如同天秤的兩端，一端是「開發管理」；一端是「開發促進」，既維持公共利益、公平正義；亦兼顧提昇開發效益、資金流動與彈性創意，以提高土地發展潛能。讓293億元觸動站區周邊廣達將近300公頃的都心區改造效益，從長期的都市功能轉變裡回收，在水平、垂直兩個象限發揮功效：一、水平方面：延伸囊括站區周邊地區，以新的流動模式與商業模式，創造最大都市功能效益。二、垂直方面：則提高站區開發的強度，型塑站區成為台南都市中心區的門戶意象地位。

鐵路地下化計畫與大台南都市發展連鎖效應的視野與企圖

放大尺度，不僅僅著眼於臺南車站站區，則鐵路地下化沿線發展至少有三個層次的連鎖效應，這需要提醒著臺南市政府後續必須做長程策略規劃：

台南火車站區與周邊地區之連鎖（臺南車站站區都心特定區逐步發展）

臺南車站站區與周邊地區，該都心區因鐵路地下化實現而產生連鎖效應，包含舊市區的帶動復甦，連接成功大學新角色。在前後站連通之後，成功大學扮演知識經濟場域，將得以把部分教學、學生活動、研發以及會展功能，滲透入站區中，讓成功大學就是臺南市中心的一部份，站前區的大面積商業都市更新，改善都市空間品質，帶動重塑整體台南市21世紀都心區發展。

南科產業園區與交通樞紐之連鎖（沙崙支線與鐵路地下化新關係的重視）

臺鐵沙崙支線，北起南科車站，中抵臺南車站，南至沙崙車站（與臺南高鐵車站共構）。在鐵路地下化後，這條支線堪稱「臺南新生命動脈」，往南打開高鐵門戶；中繼則為臺南車站站區都心；向北打通臺南科學園區，如何維持這條連結的流動性，將是都市發展策略上的挑戰。因此未來15年內，高鐵車站特定區計畫、臺南車站站區都心特定區計畫以及南科特定區計畫等三個計畫，將產生土地使用、交通與產業之間的交流互補。市政府應預為調度因應土地使用之供給與需求。

主要與次要都市發展核心地區之連鎖（鐵路立體化往北延伸至善化）

目前臺南市政府也積極爭取鐵路立體化往北延伸至善化（約19公里），如此一來，善化、新市、永康、臺南與歸仁則可串接連線，形成新的運動關係，也可期待10~15年內，會藉由鐵路立體化後消除鐵路沿線兩側地區發展之阻礙，更可帶動區域發展使這個有120萬人的人口稠密區域產生新的開發效益連鎖性。

TAINAN, TAIWAN 2012 臺南車站站區都市設計國際競圖

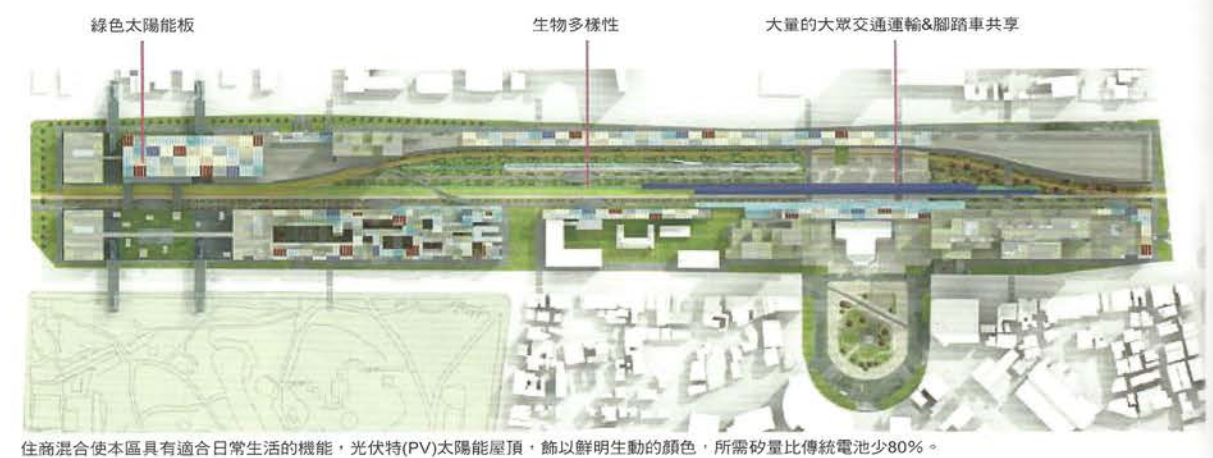
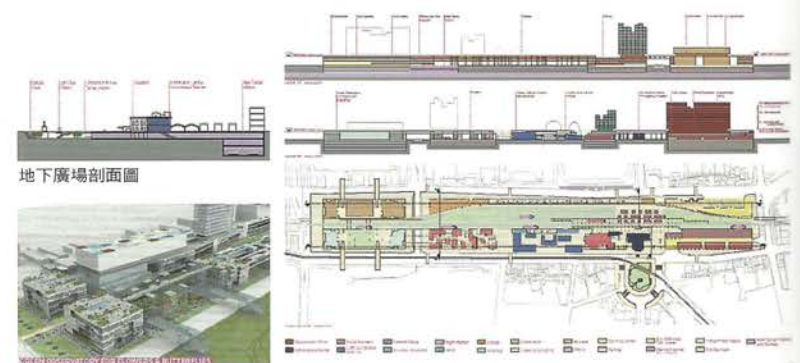
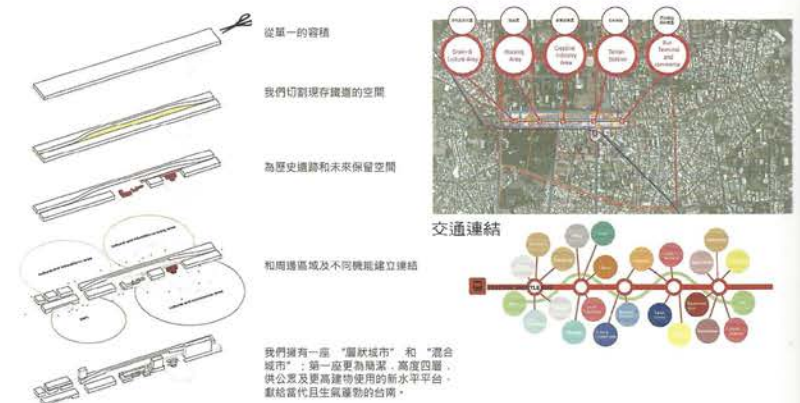
Mixity

／建築師團隊/Alessiostudio

新 台南再開發計畫以和周遭環境之間的強烈關係為基礎，將新車站地區視為將開始為城市帶來新生命的酵素，此地區將慢慢展開全方位的發展，也將會是一個愉快的生活、享樂、學習、休閒並全神貫注於文化的存在。

台南具有堅實的文化傳統，新開發案將會以當代的新視界來強化台南的特質，新開發案將成為台南城市設計和環境雙方面的標記，披露台南地區許多令人心生嚮往的面貌，並著重於生態多樣性的呈現。

Mixity追求建築、生活、自然與文化之間的新平衡，並創造出畫作般的風景與天際線。Mixity對周遭地區的關係和再解讀具有激發作用。根據環境分析結果顯示，新計畫案將強化城市不同地區因趣味特質和機能而形成特色的概念。



住商混合使本區具有適合日常生活的機能，光伏特(PV)太陽能屋頂，飾以鮮明生動的顏色，所需矽量比傳統電池少80%。

Da: "arch. Michela Basile" michela.basile@inarch.it
A: lorena@alessiostudio.com
Cc:
Data: Tue, 21 Jul 2015 12:37:28 +0200
Oggetto: Seconda fase del progetto di internazionalizzazione IN/ARCH "ARCHITETTURA: ENERGIA PER IL MADE IN ITALY".

Gentile Architetto,
siamo giunti alla **seconda fase del progetto di internazionalizzazione IN/ARCH "ARCHITETTURA: ENERGIA PER IL MADE IN ITALY"**.

Desideriamo innanzitutto ringraziarla per aver voluto contribuire alla ricerca promossa dall'Istituto Nazionale di Architettura - con il sostegno del Ministero per lo Sviluppo Economico e dell'ITA-ICE, del CNAPPC, dell'OICE, dell'ANCE e di Confindustria Ceramiche – segnalandoci il vostro progetto realizzato all'estero.

Grazie sempre alla collaborazione del MISE e di ITA-ICE, **abbiamo la possibilità proseguire il lavoro avviato cercando di diffondere e di dare la massima visibilità ai risultati conseguiti dalla ricerca e quindi alla promozione del Made in Italy nel mondo.**

Siamo ora impegnati nella pubblicazione di un catalogo dei progetti selezionati (tra cui i vostri "Mixity", "Saizeriya - Re-styling of restaurants' chain", "StilNovoCity") che verrà editato (in italiano ed inglese) in una versione cartacea (distribuita nelle sedi delle Ambasciate Italiane nel mondo, nelle sedi dell'ITA-ICE, degli Istituti italiani di cultura,...) e in una versione digitale (e-book, che verrà inserito all'interno del portale www.contractitaliano.it promosso e gestito dall'ITA-ICE).

Per poter concretizzare questa nuova fase di lavoro abbiamo ancora bisogno della vostra cortese collaborazione.

Vi saremmo pertanto grati se poteste inviarci **entro il 15 settembre 2015:**

1. N. 5 immagini dell'opera realizzata ad alta risoluzione min 300 dpi;
2. Le schede (scheda studio professionale e scheda progetto) che inviamo in allegato predisposte in collaborazione con ITA-ICE compilate in tutte le parti, possibilmente in italiano ed in inglese.

Naturalmente, se riuscite ad inviarci il materiale nel più breve tempo possibile, ci aiuterete nella consegna puntuale a ICE.

Siamo lieti anche di informarvi che ITA –ICE sta valutando la presentazione del catalogo in occasione della prossima **Biennale di Architettura di Chicago** che si inaugurerà in ottobre: di questo naturalmente vi terremo informati.

Siamo consapevoli di chiedere un ulteriore impegno ma siamo sicuri che questa iniziativa potrà contribuire a diffondere e promuovere sempre più il progetto italiano di architettura nel mondo.

Cordiali saluti

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IL PRESIDENTE

Adolfo Guzzini



ISTITUTO CULTURALE
RICONOSCIUTO GIURIDICAMENTE
DPR 28 MARZO 1972 N. 236

Roma, 29 gennaio 2015

Oggetto: selezione Vs progetto ai fini dell'inserimento nel dossier "Architettura: energia per il Made in Italy", richiesta dati e intervista.

Spettabile Alessiostudio,

in relazione al progetto di ricerca IN/ARCH per il Ministero dello Sviluppo Economico "*Architettura: energia per il Made in Italy*", finalizzato a promuovere una rassegna dell'attività progettuale di società di Architettura e di Ingegneria all'estero, Le comunichiamo che i **vostrì progetti**, inviati alla piattaforma Archilovers, **sono stati selezionati** per il rapporto che sarà inviato al Ministero per lo Sviluppo Economico e per una prossima pubblicazione.

Allo scopo di completare il lavoro di documentazione la preghiamo di fornirci i dati richiesti nelle **schede allegate**.

La sezione della scheda dedicata ai prodotti Made in Italy utilizzati per la realizzazione del vostro progetto è di particolare importanza: essa consentirà di avviare una riflessione sul rapporto tra imprenditoria del progetto all'estero e l'export dei prodotti italiani delle costruzioni. Siamo convinti, infatti, che tra i due settori si possano stabilire maggiori sinergie per un reciproco sviluppo.

Le saremmo grati inoltre se volesse inviarci le sue considerazioni seguendo lo **schema di intervista allegata**.

Nel ringraziarla per l'attenzione, invio i miei più cordiali saluti.

Il Presidente IN/ARCH
Adolfo Guzzini